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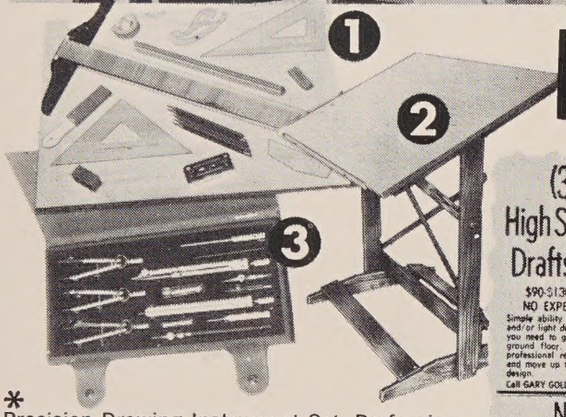

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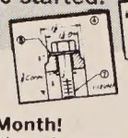

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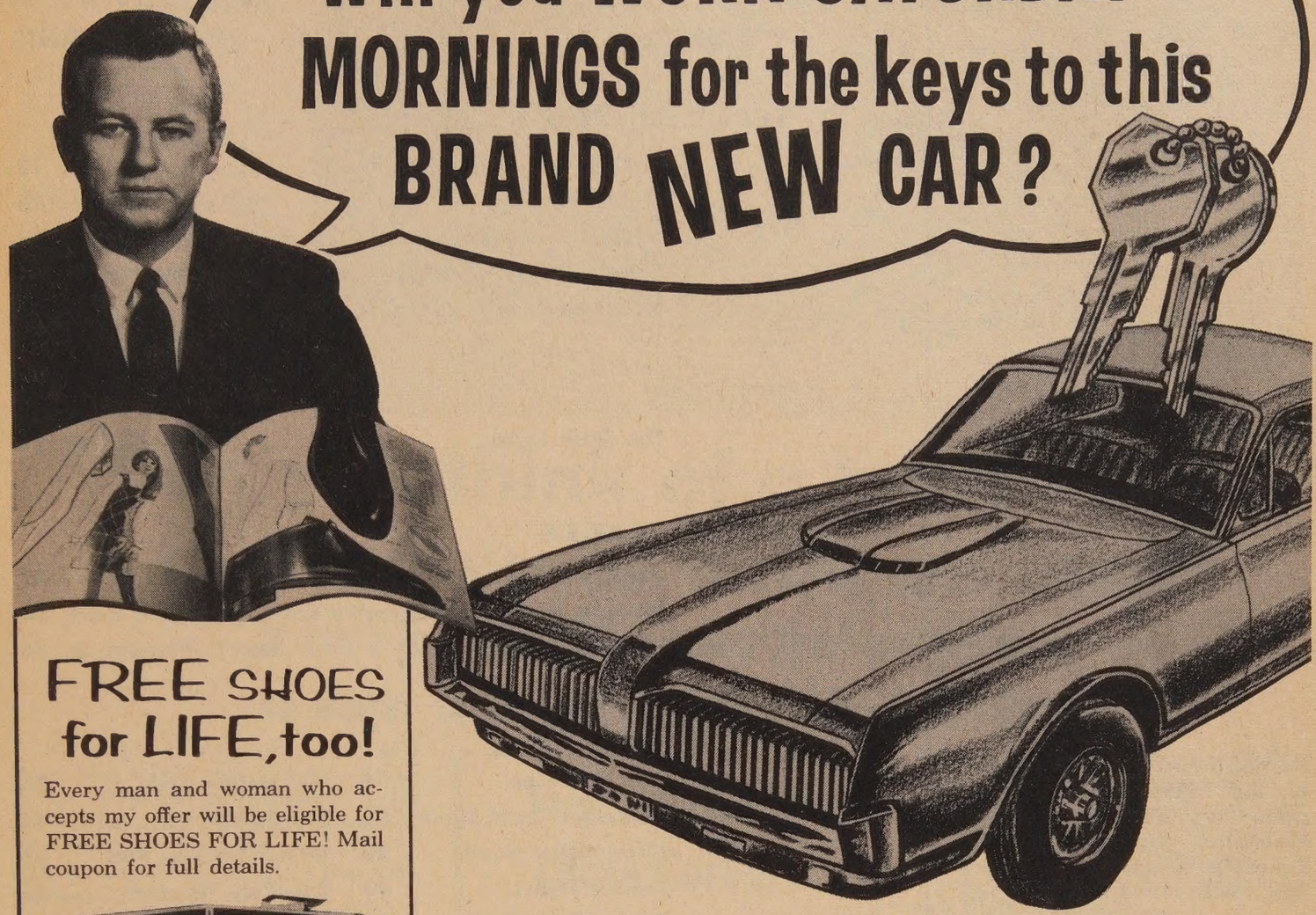

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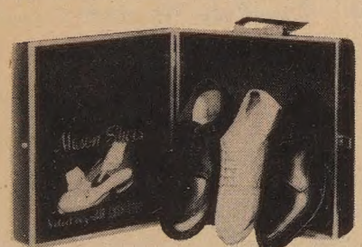

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 84, No. 6 APRIL, 1969 50 CENTS

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ILLUSTRATED FEATURES

Photographs of the Month 13
Steam Fantrip ..... Fred L. Tonne 16
Interesting Railfans No. 76: Ronald V. Nixon 24
Rough, Tough Tehachapi Loop ..... Ron Taylor 32
New Haven Locomotive Roster ..... Sy Reich 52

FICTION

The Stock Extra ..... Mark Nichols 38

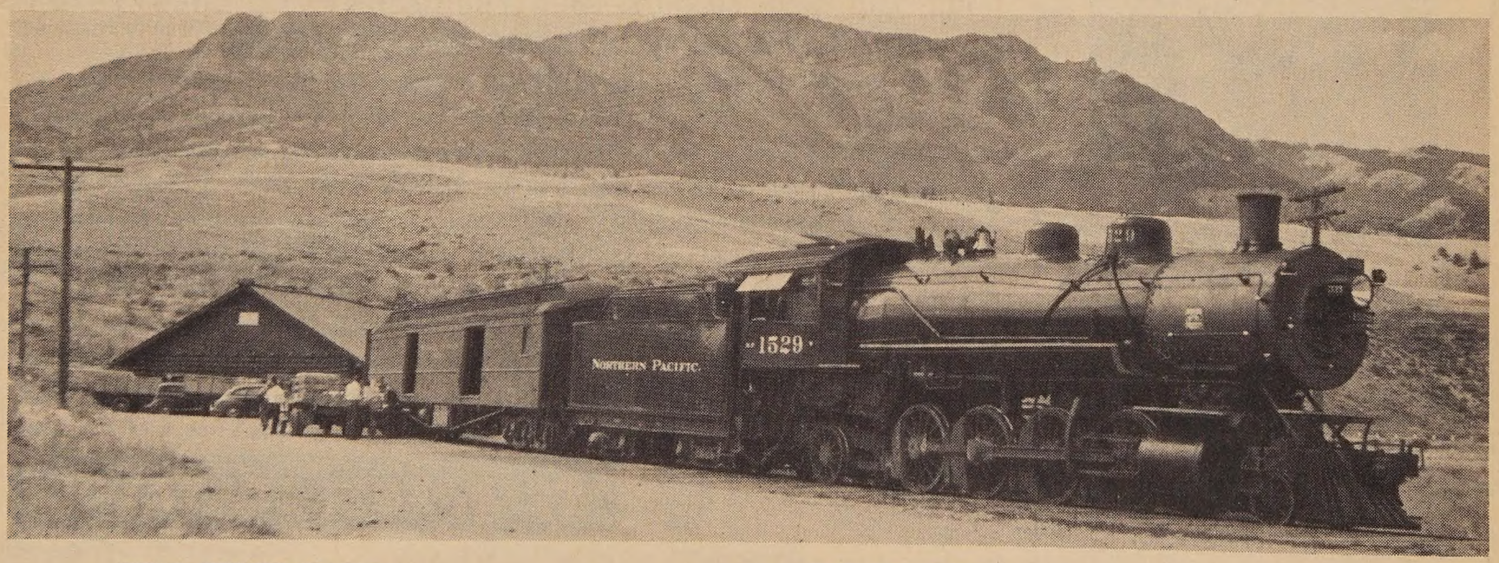
SHORT HAULS

Along the Iron Pike *(pictorial)* ..... Joseph Easley 37
Nevada Northern Locomotive Roster ..... Sy Reich 54
A Weird Collision ..... Dan C. Putnam, Jr. 54

DEPARTMENTS

The Mail Car 6
Passenger Train Survey 22
Information Booth 29
Transit Topics 43
Books of the Rails 48
The Hobby Club 56
The Switch List 62
Model Trading Post 64
Pen Pals Wanted 66
Coming Events 66

Northern Pacific's first oil-burner, the 1529, on the Yellowstone Park train at Gardiner, Montana, photographed by Ronald V. Nixon on September 7th, 1940. (Turn to page 24.)



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Earnings Like These in Our Files!

Anthony Allen of Baltimore writes that he is now making $1080 a month. Though he is now 48 years old, with only a grade school diploma, John Parzynski, a former plant guard writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day as an independent investigator.

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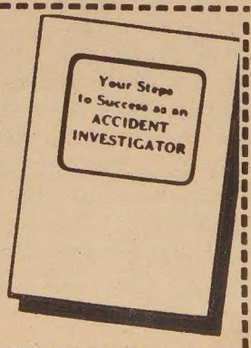
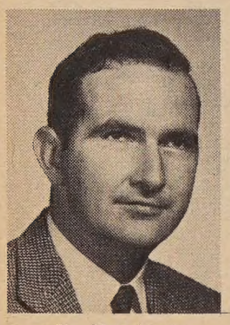


THE MAIL CAR

where editors and readers meet

FRONT cover shows 4-8-4 No. 6218 on a Canadian Railway Historical Association fantrip westbound out of Ottawa River Valley about a mile west of Dorion, Quebec. The photo was taken with a 4x5 Speed Graphic on Ektachrome sheet film by Jim Shaughnessy, 479 8th Ave., Troy, N.Y. Jim has been shooting railroad pix for 20 years, beginning in the Steam Age, and has between 50,000 and 75,000 negatives and transparencies made of various subjects in North America and Europe.



Jim Shaughnessy

His two books, *The Rutland Road* and *Delaware & Hudson*, both large and impressive, have been well received. "In each," he says, "I tried to combine a meaningful story with a historical record, including locomotive rosters, in words and pictures. I am now working on a book about the steamboats that plied Lakes George and Champlain, a facet of D&H operations for over 50 years."

Jim supplied most of the shots used in *Night Train* (Golden West Books, now out of print). He belongs to the CRHA, NRHS, and R&LHS, is a civil engineer and the executive secretary of Rensselaer County Traffic Safety Board. ●

TEHACHAPI LOOP (see page 32) is just as photogenic today as it was 30 years ago, reports Paul Schuett, 14472 Davis Rd., Lodi, Calif. 95240, who writes: "Missing are the water tanks and cab-in-front engines, with frequent stops for water, which involved breaking the steam trains in half to climb the steep grade. Both SP and Santa Fe still run considerable tonnage over that line. The railfan can spend a fruitful day at the Loop, listed on the timecard as Walong.

"Track-occupancy indicators are in service at several points along the Loop as well as throughout the Tehachapis, enabling railroad buffs to know when trains are coming. Casual visitors will probably find one or more railfans there already. One Sunday I saw almost 20 of them. You may have trouble in finding the Loop unless you know how to get there. From the Highway 88 freeway, between Bakersfield and Mojave, Calif., turn off at the Keene exit. Take the road through Keene, twisting and winding for about two miles. At your left you will see the tracks disappear into a tunnel, and there are more tracks atop the tunnel. That's the place. Turn left on the gravel road and drive about ¼-mile to the tracks." ●

DROPOUTS, "The Association of American Railroads has a dropout problem," states *The Train Sheet* (Tacoma, Wash., Chapter of NRHS). "Many of its members are having second thoughts about continued membership and some are giving up membership. Most dropouts to date have been subsidiaries of larger roads such as the Jersey Central and Ann Arbor, but now Penn Central is considering terminating its membership. The major reason for dropping out is financial—the membership fee is a percentage of revenue—but there is also widespread displeasure with the AAR for its slowness in getting things done. Some computer-system ideas that AAR is developing to aid the railroads are way behind schedule and the AAR seems to lack power to improve the railroad image."

Recently, AAR bought a sponsorship on the NBC radio network. The Association reports that the railroads of this country last year reached a new high in operating revenues, an estimated $10.5 billion, and an all-time freight record of nearly 745 billion revenue ton-miles. But inflation also carried expenses to a record high of $8.5 billion. With final figures awaited, AAR set the year's net at about $575 million. ●

BRIEFLY SPEAKING. After protesting a court order that it pay an employe, Donald P. Ruckman, $102,000 for injuries sustained when the freight train he was on hit a boulder, the Santa Fe won a retrial; but at the second trial a jury ordered the railway to pay Ruckman $266,237!

With the signing of a track-removal agreement by six railroads, work began the other day on building a $34 million Civic Center at Birmingham, Ala., the roads being the IC, Frisco, SCL, Southern, L&N, Birmingham Southern.

Penn Central is investing another three-quarters of a million dollars in its continuing program to keep Conway freight classification yard at Pittsburgh, Pa., in step with technology.

Retired after 48 years in locomotive cabs, Chester M. Smith, 66 W. Boylston St., West Brighton, Mass., has embodied his experiences in an indexed book of nearly 600 pages consisting of material written by himself and newspaper clippings about events that occurred on New England railroads during his lifetime. One incident tells how, when he was firing, his engineer ran his engine onto a mainline in front of a heavy freight train, causing four deaths. Many other wrecks are covered in this book. "If I can help you by supplying information," Chester writes, "I will be glad to do so." Thanks, Chester.

Montreal-to-Toronto mail often takes three days to deliver, reports David E. Pinto of Montreal. Officials blame this on the recent cancellation of a special mail train, pointing out that mail coming in on planes often is too late for transfer to area offices to keep up with normal scheduling.

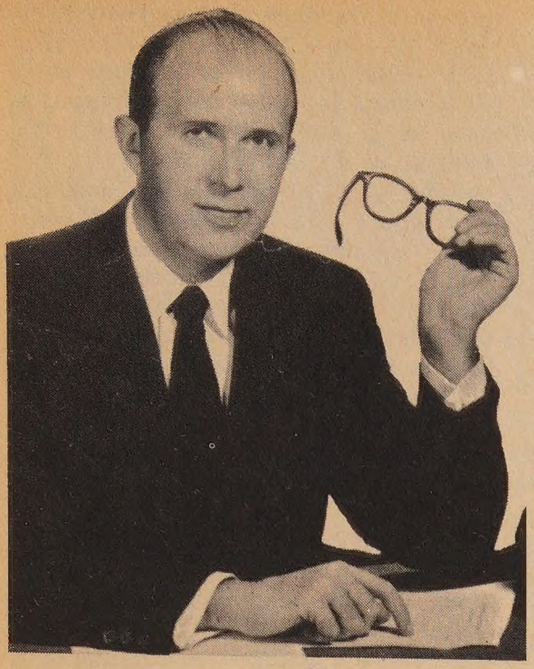
"I started railroading in 1908," writes F. H. Haney, Box 482, Big Pine, Calif. 93513, "worked at automatic signalling, and am now retired; would gladly answer questions about the old signals."

Several readers ask which railroad first used motor trucks with auxiliary flanged wheels for maintenance of way, and when. We believe the Evans auto-rail device first appeared in the 1930's. Who can tell us where and when? This refers only to vehicles adapted for *both* roads and rails, not to autos or trucks fitted with flanged wheels in place of the rubber-tire wheels and used only on rails.

Missouri Pacific has budgeted $62.5 million for capital improvements this year, mostly for new freight cars and locos, over its 12-state, 12,000-mile system in a modernization program totaling over $500 million since 1961.

Canadian National recently operated Canada's first container train, between Montreal and Toronto. The train carried close to 200 containers unloaded from a container ship.

Some time ago we ran an item about the wreck of Virginia & Truckee engine 11 at Iron Springs, Utah, in the filming of *Union Pacific* in 1938. One of the engineers who helped to make that picture is Joe Hanlon, 626 Elizabeth St., Salt Lake City, Utah 84102. The late Lucius Beebe was there as a technical director and rode several



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 434, 555 E. Lange St., Mundelein, Ill. 60060.

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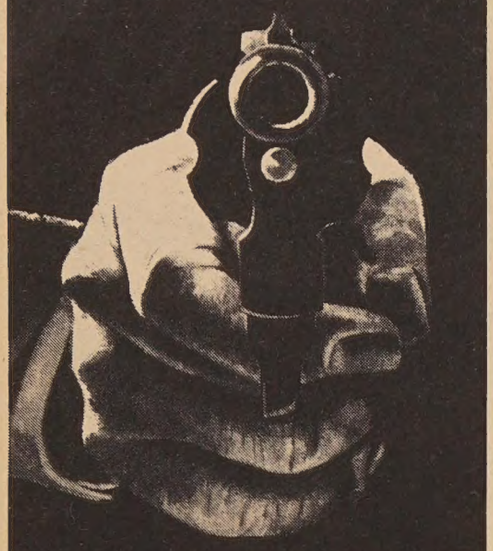

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City.....State.....Age.....

times on those engines. Joe, who began firing UP diamond-stacks in 1915, retired in 1967. ●

A STRANGE and tragic story came to light not long ago regarding an unobtrusive man who each morning had been sweeping out the parking lot at Monadnock Community Hospital in Peterborough, N.H. Only the hospital officials had been aware that this man, who also folded sheets in the laundry, shelled beans in the kitchen, and oiled wheelchairs, was Richard Morse, a retired vice president of the Pennsylvania Railroad, and that his wife lay in a hospital bed there in her last illness.

A few months before, the Morses had been driving through the town when his wife became so sick that she had to be hospitalized at once. Unwilling to leave her, the former Pennsy official offered his services without pay to the hospital. It seems that no task was too humble for him, even cleaning up cigarette butts and other litter which motorists thoughtlessly dumped on the parking lot. Mr. Morse also gave the hospital a new all-glass door, built ramps for the institution, and devised a method of removing lint from its laundry. At length the patient died, and he sadly took her body back to their home in Radnor, Pa., for burial in the family plot. ●

WHEN the Great Western engine No. 6000, *King George V*, visited the Baltimore & Ohio centenary exhibition at Halethorpe, Md., in 1927, it headed a procession of steam power there, writes John Drayton, British Railways engineer, 13 Sycamore Rd., Griffithstown, Pontypool, Mon., England. On that occasion B&O presented a bell to the GWR management, which the 6000 subsequently carried on the front deck.

"This famous engine," John goes on, "is now at the Bulmers Cider works at Hereford, England, pulling a train of six outmoded Pullman cars and attracting many visitors. The beat of its exhaust and other familiar sounds stir the memory of former Great Western men. I joined some oldtimers who gathered at Hereford on a recent Sunday to admire the 41-year-old engine, resplendent in a new coat of paint and with gleaming brass and copperwork, and still wearing the B&O bell and, on the cab side, commemorative medals.

"The scene reminded me of the day I drove one of the mighty King class engines on a north-to-west express in 1962. As we roared up the gradient and topped the Stretton Hills in Shropshire, our engine rode majestically and as finely balanced as a symphony." ●

BACK in 1907, when William G. Lea was firing on the Great Western in England, he became one of a group of 50 men sent to Canada to work for the Canadian Pacific. At a CPR request, the Great Western posted a notice and gave each applicant a pass to go to Paddington Station in London to be interviewed.

"The CPR agreed to pay half of each man's fare to Canada," Bill recalls, "and the other half when he completed six months' employment with the road. Generally speaking, railroading in Canada in those days was harder than in England and not as safe. Canadian roads had larger equipment and paid better, but the smaller British locomotives were more efficient. They burned a good grade of coal and used less of it."

This reminds Bill of an incentive system introduced in England. Each Great Western engineer received a bonus of five pounds sterling every month if his engine's coal and oil consumption was below the average for all engineers in a specified pool. The bad effect of that was that to gain the bonus, engineers kept nagging at the firemen to watch coal consumption; some went so far as to clean up coal at the chute and put it on the engine.

"However," Bill wrote in the *Locomotive Engineer*, "the Canadian roads were using the Westinghouse air-brake, which was a great improvement over the hand-brake system on English trains at that time.

"As for the wages in 1907, CPR paid 10 cents a hour in yard service, $2.40 per 100 miles with a 10-hour day in road freight service and about the same in passenger service. One CPR practice that was unfamiliar to me and took a little while to get accustomed to was the use of train orders. English railways employed the absolute block system, controlled by signalmen in towers located about five miles apart."

While on the Great Western he was a member of the Associated Society of Locomotive Engineers & Firemen, but in Canada he joined Div. 25 of the Brotherhood of Locomotive Engineers. Now retired, Bill lives at 640 Beresford Ave., Toronto, Ont., Canada. ●

WHO can supply details about Fred Minard, retired Grand Trunk engineer, age 93 (see January *Mail Car*), to Haviland F. Reeves, 192 Bimini Drive, Palmetto, Fla. 33561? Our correspondent has an uncle by that name who was a GTW engineer for some 50 years, mostly on the St. Clair Tunnel run between Port Huron, Mich., and Sarnia, Ont., the first international underwater railway tunnel.

Mr. Reeves adds: "Another item, on the same page, recalls a Grand Trunk steam fantrip by the Michigan Railroad Club (of which I was then president) over the Detroit to Port Huron line. A cow on the track slowed and

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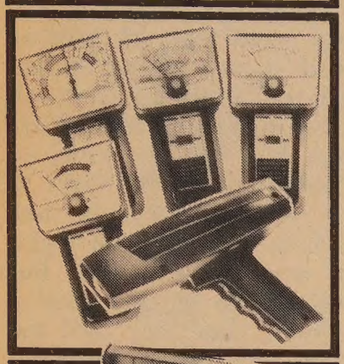

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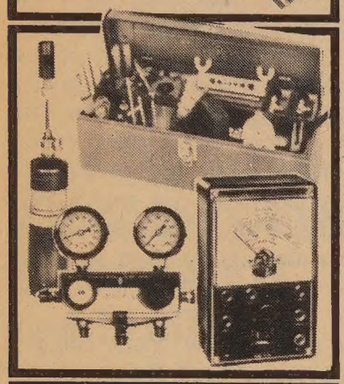

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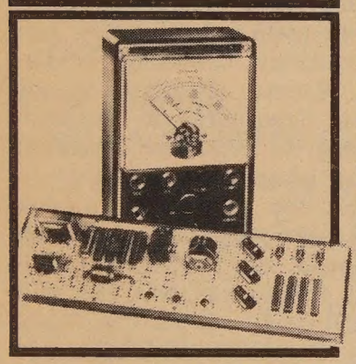

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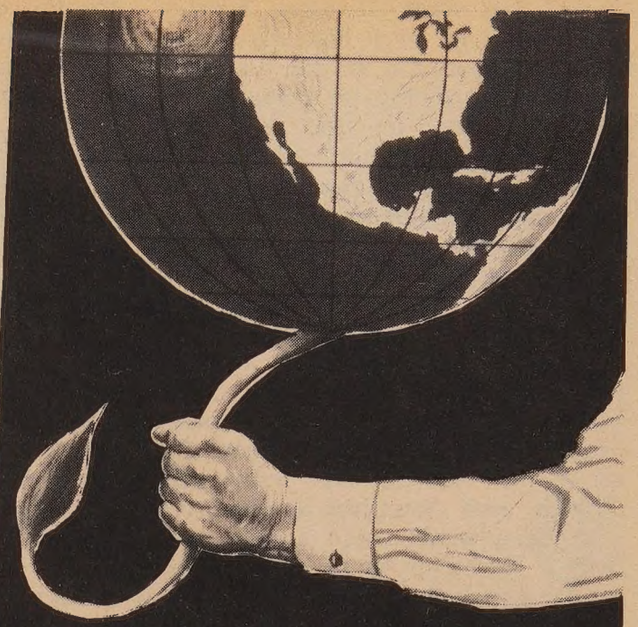

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stopped our train. It being Sunday, when no trains were regularly scheduled, a farmer had turned his cattle into the right-of-way for grazing. One cow was walking the ties. The engine crew couldn't scare her off with their whistle and tried to chase here away when the train stopped, but she only took to the ties again. Finally she headed into her own gate." ●

DURING the 1920's "Old Baldy" Watson was the station agent at Frijoles, a whistle stop beside Gatun Lake on the Panama Railroad, recalls Leonard Stark, Box 614, Balboa, Canal Zone. As the last train went through each Saturday at about 11 p.m., Baldy would board it and ride to Balboa. Whenever he found a passenger sleeping with legs stretched out on a facing seat, the old man would wake him and ask: "How many tickets have you got? If it's only one, you are entitled to one seat, not four." And the fellow had to straighten up. After Baldy retired, he left by boat for New Orleans. In the dining room the steward seated six pretty girls at the captain's table. Baldy led them over to his own table, saying "To hell with the captain" and ordered champagne for all six girls and himself. ●

RECENTLY, 18 cars of an 118-car Penn Central freight train piled up north of Steubenville, Ohio; four went into the Ohio River and one of them, a boxcar loaded with lumber, floated 14 miles downriver in the swift current, reports Millard Gress, Bellaire, Ohio. The car might have hit and damaged the newly completed Pike Island locks and dam, but a towboat sent out in pursuit caught up with it near Wheeling, W. Va., and hauled it to a nearby dock. The other four cars were fished out of the water at the scene of derailment. This is the first time, to our knowledge, that a runaway car floated so far down a river. ●

IT IS POSSIBLE that no other man ever got into engine service the way Harry D. Brown did. Harry went to work for the Soo Line at Thief River Falls, Minn., at age 16 during his summer vacations from school. In February, 1923, at age 20, he began calling crews at Shoreham Yard in Minneapolis. The following July he ran into a problem of getting a fireman for the night switching engine, No. 2315, a saturated 0-6-0 that was hard to fire. Nobody seemed to want the job of firing her. Then Harry got an idea: he called himself for the job.

The engineer, Dave Johnson, was assigned to push train 24 out of Shoreham. As they were getting ready to leave, he told Harry to light the torch. Harry asked why. "When we get to the top of the hill," the hogger said "you won't have enough steam to run the dynamo. I'm not worried about steam but I want a light so I can see where the water is."

That was Harry's initiation to firing. In 1940 he was promoted to engineer. Retired last July, he is now living at Superior, Wisconsin. ●

WHEN the railroads were pushing the American frontier westward in the 1860's, the thundering buffalo herds were quite a problem in the maintenance of communication lines. About the only solid perpendicular objects on the vast treeless prairies were the telegraph poles erected to carry the wires.

Buffalo herds followed the railroad for hundreds of miles using the poles to scratch themselves. Many poles toppled over, causing interference in communications. In an effort to remedy the situation it was decided to stud the telegraph poles with shoemakers' awls from about ground level up to the height of a buffalo head. The theory was that the needle-sharp points of the awls would discourage buffalo from using poles as back scratchers.

The entire Midwest was scoured for shoemaker's awls, which were installed on the poles. Although the buffalo loved the relatively smooth poles to which they were accustomed, they now stampeded to use the improved back scratchers! Telegraph poles toppled more than ever. The railroads had not taken into consideration the massive, tangled mat of hair in the buffalo coat, or the solid satisfaction afforded by the comb-like stud of awls. It was decided to remove the studs and reset poles as needed. ●

OVERSEAS. New Trans Europa express train, the *Roland*, linking Milan, Italy, with Bremen, Germany, 721 miles in about 12 hours, will begin operation this summer.

Travelers using Waterloo Station in London, England, face a $26 fine if they feed the pigeons that flock around the cavernous terminal. Railway officials say the birds are a "filthy nuisance" and disease carriers and they are trying to get rid of them.

Grand Central Terminal in New York City may be the world's best-known railway station, but the busiest, according to the *Encyclopaedia Britannica*, is the Tokyo station of the National Japanese Railways, used by almost six times as many persons daily.

India's railways are helping to spread the word about birth control. Government officials say that more than 5,000 locomotives carry 5x8-foot signs urging Indians to practice family planning. Officials hope to contact the estimated seven million persons who use the railways daily, plus additional millions who see the trains pass. ●

THE QUEEREST kind of job testing we ever heard of in the railroad field occurred 75 years ago when two European construction engineers, Alfred Ilg and Leon Chefneux, asked Emperor Menelik II for permission to build a railway in Ethiopia from the coast to the capital, Addis Ababa. The ruler had no knowledge of railroad building but he wanted to test the engineers on general principles. You will be surprised to learn what he did. He provided them with leather, twine, an awl, and a knife, and ordered them to make a pair of shoes! Then he had them locked in a room for the night.

The men were flabbergasted. But they had good minds. Ripping apart a pair of their own shoes, they used the parts as patterns. Working through the night, they completed their job, sewed and donned their own pair, and in the morning marched out and gave the Emperor two shoes that were crude but serviceable. Menelik awarded them the railroad concession. Ilg and Chefneux formed a French company that began construction of the road in 1897 and finished it in 1916. ●

THE STATE of New York bought the Long Island Rail Road to prevent its disintegration, bankruptcy, and possible liquidation, according to Dr. William J. Ronan, chairman of the Metropolitan Transportation Authority, addressing an executive breakfast of the Long Island Association.

"It bought the railroad at a very good price, $65 million," he said, "when its book value was $120 million and its net salvage was $94 million. Its real estate alone was worth $73 million at salvage value.

"But, it also bought a railroad with outmoded signals, stations and power plant, and dilapidated, aged, and decrepit equipment. More than 70 percent of the Long Island's 1,222 cars were more than 30 years old.

"It bought a railroad that had been starved for years. Refused any increase in its rates for over 30 years by the New York State Public Service Commission and treated as a stepchild by the Pennsylvania Railroad which then owned it, the Long Island struggled to keep alive. . . .

"We have just had our first schedule change to free 100 badly needed cars for reassignment to meet overcrowding and congestion. "What was the response? A strike, an illegal strike —first by the trainmen and then by the engineers—because it would reduce the total of overtime by about $300,000 out of a payroll of $15,772,000." ●

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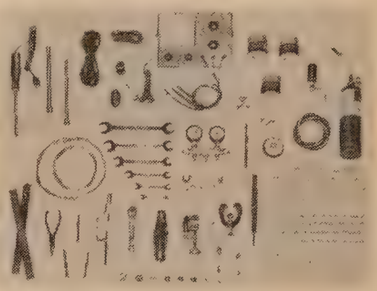

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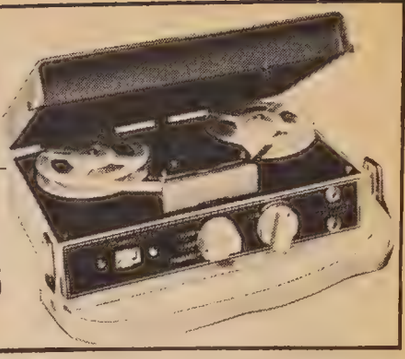

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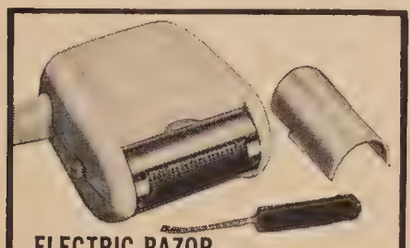

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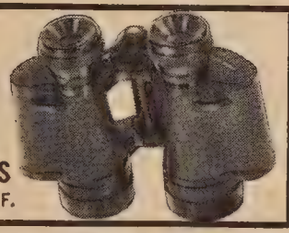

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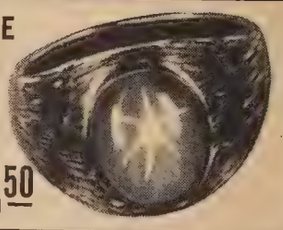

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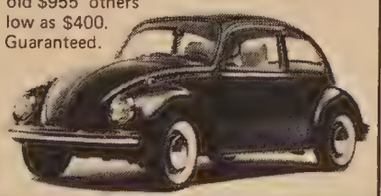

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Photographs of the Month

Rolling northward past Halethorpe, Md., in 1949, was Baltimore & Ohio Mountain type No. 5636, class T-3b.

George Voith photo, collection of Capt. August W. Schell, Jr.

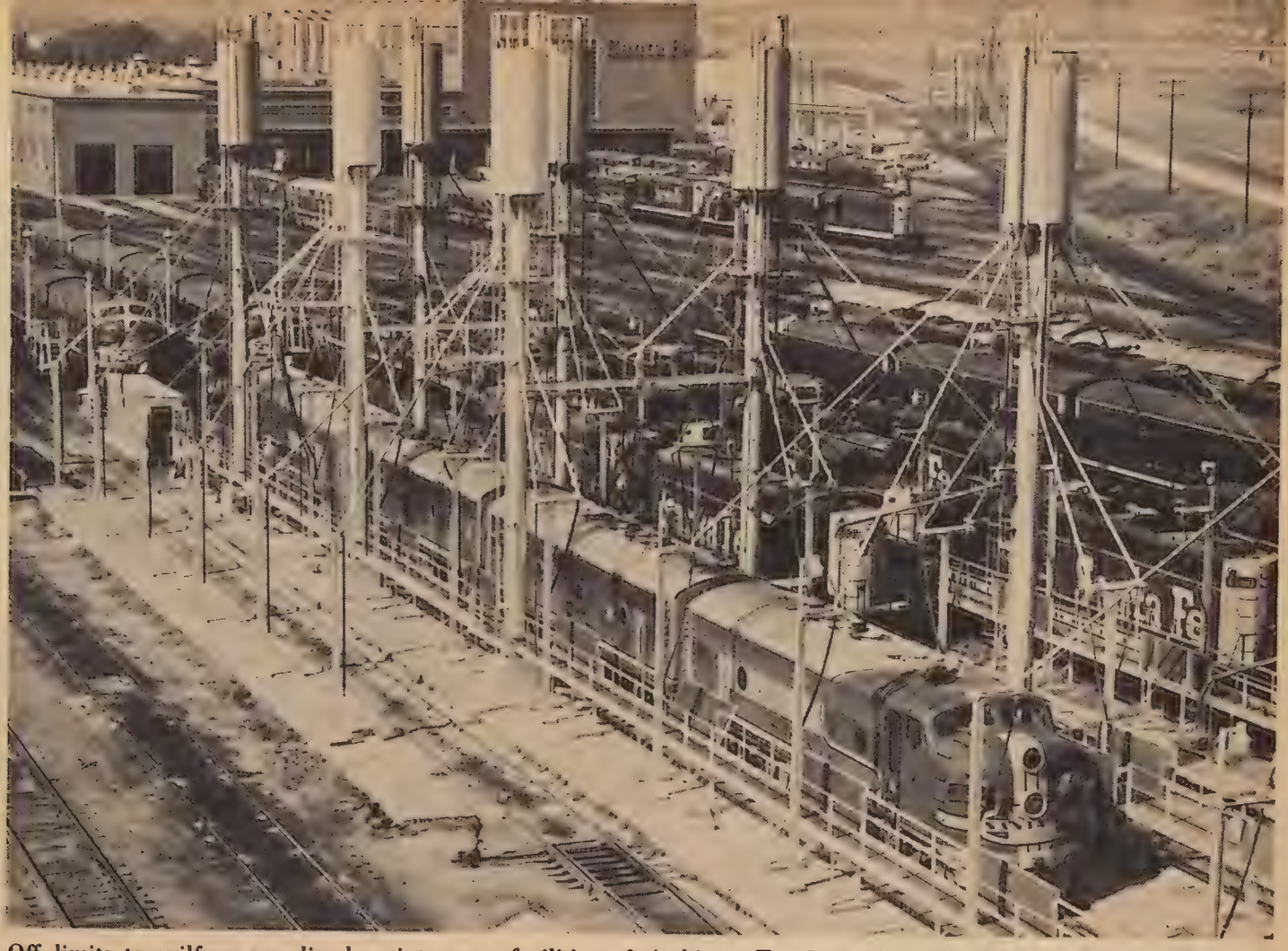
Miss Christine Davies, age 18, who is a receptionist at Waterloo Station in London, shows surprise and joy at being chosen *Miss Rail News*, representing *British Railways* monthly magazine for employees.

British Railways photograph

Tombstone: engineer James E. Valentine, 32, in Hollywood Cemetery, Richmond, Va. He met death in a collision December 30, 1874, with his hand on the throttle. This quaint poem was chiseled into the granite.

Until the brakes are turned on Time,
Life's throttle-valve shut down,
He walks to pilot in the crew
That wears the martyr's crown.
On scheduled time, on upper grade,
Along the homeward section
He lands his train at God's roundhouse
The morn of resurrection.
His time was full, no wages docked,
His name on God's pay-roll
And transportation through to Heaven,
A free pass for his soul.

Photograph by Betty Young O'Dell



Off limits to railfans are diesel maintenance facilities of Atchison, Topeka & Santa Fe Ry. at Argentine, Kansas.
Photographed three years ago by Orville Brent for Santa Fe Railway

Albany, capital of New York State, is no longer served directly by rail. Old Union Station there (above) was closed last December 29th and replaced by a new station at Rensselaer, N.Y., just across the Hudson River, used by the Penn Central and the D & H. Old station may be demolished.

Photograph by Gerald Newman

New York Central snow-blower car at Mt. St. Vincent, Bronx, N.Y., on Dec. 20, 1967. Built from a cut-down caboose and surplus B-36 AF jet engine, mounted on a swivel, it blows snow from beneath the third rail while being pushed by a diesel at 10 mph. The tank car carries fuel.

Howard Pincus, 5400 Arlington Ave., Bronx, N.Y. 10471

Colorado Railroad Museum at Golden, a suburb of Denver, has acquired No. 4, a Vauclain compound, the last steamer operated on Manitou & Pike's Peak cog railway. She has not been in service since a snow-removal job ten years ago. Bob Richardson, the museum director, made these photos, showing the 4-spot being moved by a low-boy last October and as she looks on display. An extensive story on the M&PP will appear in the Museum's *Annual 1969*, to be published this spring. More information may be had by writing the Museum, Box 641, Golden, Colo. 80401.

THE GOLDEN ANNIVERSARY run of No. 4070, a former Grand Trunk Western 2-8-2 freight-hauler, built in 1918, drew 860 paying passengers for a grand 200-mile run, the 4070's first gallop since her retirement ten years before.

This Mike was one of about 800 such engines built to specifications of the United States Railroad Administration. After 40 years of work she was put out to pasture; and finally railfan Louis Keller, vice president of Keweenaw Central Ry., bought the 4070 for reconditioning and future use. Last November 3rd his efforts bore fruit. Fantrippers stormed into 15 coaches, a baggage car, a diner, and an open gondola tail-end car at Chicago's Dearborn Street Station for the ride to South Bend, Ind., and back under auspices of the Midwest Steam Railfans Association. Some stayed with the show from Sunday dawn until 11 p.m.

Such trips are more than just outings of fun and fresh air. The mechanics of steam power must be taken into consideration. Despite the restoration of the 4070 under Richard Jensen, the Chicago promoter of fantrips, and des-

Fantrip

Text and Photographs by
FRED L. TONNE

pite the skill of professional train dispatchers, you could hardly have expected a split-second adherence to timetables.

The engineer was Theo "Bud" Young of the GTW, who has spent 29 of his 61 years running locomotives. Although the 4070 was only slightly familiar to him, Bud managed, by deft throttling and braking, to haul his 18

This is what they came for: the photo run-past near Sedley, Ind. The 4070's Duplex stoker crams coal into the firebox, resulting in a black and gray geyser for the smoke fans.

Coal towers and chutes having all but vanished from the American railroad scene, a rail crane with a clamshell bucket was used to load the tender with coal. This routine is closely followed on most of the steam-powered excursions these days.

Dawn found 4070, a former Grand Trunk Western (Canadian National) Mikado, nosing out of the roundhouse and warming up in preparation for the day's activity.

Sound-effect enthusiasts brought along tape recorders, an increasingly popular practise in recent years. (Left) Ernie Kromarik, of Wilmington, Ill., records from inside the baggage car. (Right) John Sternig and John Jr., of Glencoe, Ill., check results.

For some, fantrips are opportunities for swapping railroadiana. Timetable collector Allan Follette, of Chicago, spreads his wares before him, hoping for an active day of trading and selling.

Choice location for "stack music" fans was on the open gondola car, here coupled to the locomotive for the back-up move to South Bend.

cars with the aplomb befitting his regular passenger run, the *Mohawk*, between Battle Creek and Chicago. Now and then Bud also handles other steam engines, such as those Jensen owns.

Because steam has almost completely faded from the transportation scene, many non-riders paid tribute to the Golden Anniversary run, following it in automobiles or waving from back porches, yards, roofs, overpasses, viaducts, and the like. Everybody seemed glad to hail the temporary revival of steam.

Inside the cars, conversation was eager and informative, seldom desultory. Besides light refreshments and the railroad banter, considerable swapping went on. Collectors of timetables, photos, railroad emblems, and "hardware" were having a field day. Albums and separate pictures, especially 8x10's, were examined critically with suitable comments. A few artists even brought along railroad paintings for display. The merits of various cameras were discussed heatedly, as well as experiences on other fantrips and rides behind once-famous steamers.

In the baggage car, the first car behind the engine, fans ministered to tape recorders of all varieties, sedulously preserving for future entertainment the sounds of steam operation. Most gratifying to the recorder gang was the low-toned chime of an Illinois Central long brass whistle that Jensen had fitted to the 200-pound-pressure boiler of the 4070. Railroad switchwork, diamonds, and interlocking plants also supplied meaningful clatter to the tapes, to be played and replayed over the years in the homes of railfans and at their club meetings.

Camera addicts were legion. They poked lenses from every available opening. Whirring 8 and 16mm movie cameras captured action and the passing scenery. Everywhere you could see still cameras, from box Brownies to costly Japanese and German equipment, with all manner of wide-angle and telephoto lenses. Picture-takers clambered onto trackside vantage points at every available stop. At the run-by or picture stop, there was good-natured bantering as the railroad buffs vied for the best angles without, as a rule, obstructing their neighbors. The "photo line" is a standard feature of steam fantrips. "Get out of the way in front!" is the quick demand when some neophyte forgets protocol.

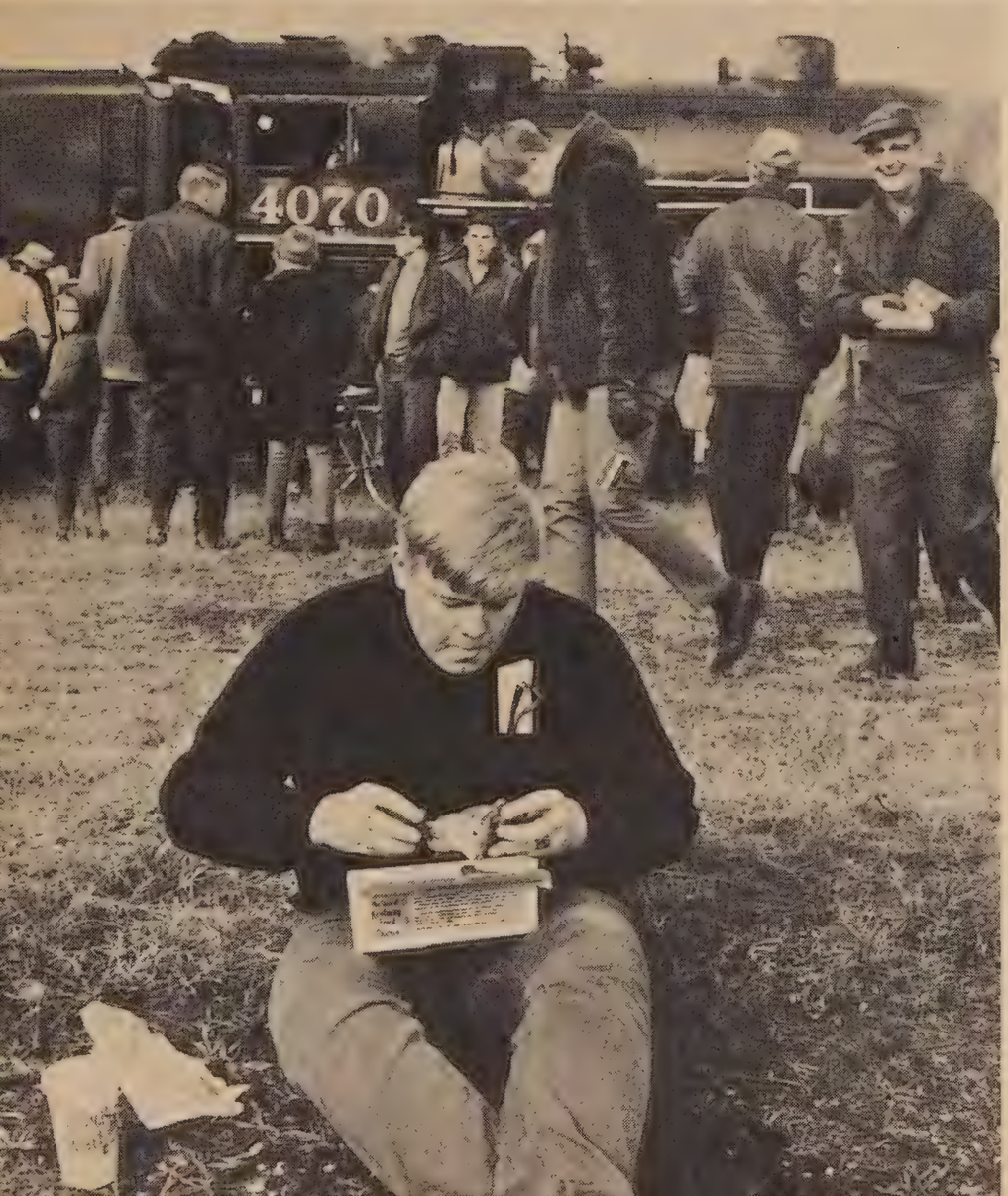
On this trip, a water stop at Valparaiso, Ind., brought out a flock of shutterbugs, gave some individuals a

Power and drama of steam locomotion is vividly illustrated as 4070 rolls out of the roundhouse and onto the turntable. Restoration of the engine, including new flues, was done at this Chicago & Western Indiana shop, no longer used by C&WI.

Mikado power is unleashed as the well-proportioned 2-8-2 performs at a run-past.

Crowd gathers at Valparaiso, Ind., where a fire department hose has been stretched across the tracks for the job of replenishing the tender's 12,000 gallons of water.

Open door of baggage car, just behind the loco, is the first position sought for recording sounds of the train at speed. Safety boards provide handy perches.



Fuel for engine, and for the inner man, as well: John Meehan, of Joliet, Ill., finds time for box lunch as loco tender receives coal and water at Valparaiso.

Owner of the 4070, Louis Keller, is photographed by engineer "Bud" Young.

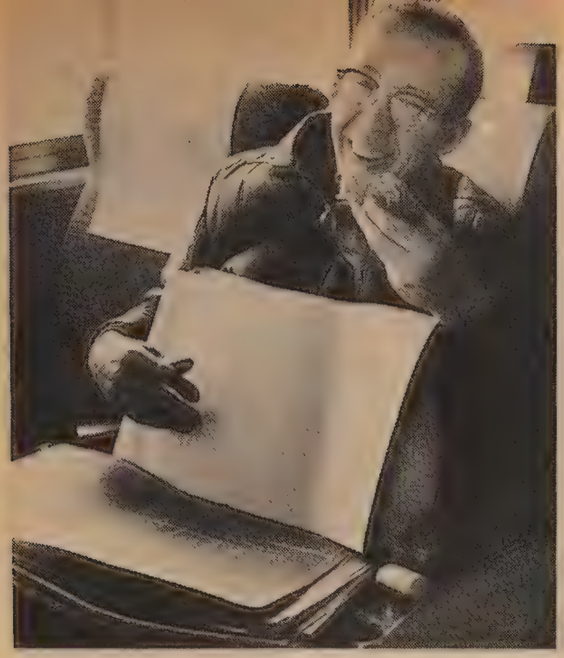
chance to mingle with the crowd, and afforded hungry enthusiasts an opportunity to find trackside coffee shops which sold fried or roasted chicken and other edibles and drinkables. Many a box lunch of chicken was consumed while the tender of the 4070 was being filled with water. And many photographers began wondering if they had brought along enough film. Three-quarters of the trip still lay ahead of them.

At Stilwell, Ind., complicated switching was required to "wye" the entire train for the run to South Bend, the eastern end of the scheduled trip. For this the train had to back around onto Norfolk & Western tracks, then head up on the Grand Trunk Western line. Reward for the gondola riders was the immediacy of the belching stack, as the hogger, Bud Young, wasted no time in backing his consist to the South Bend yard terminal.

Since the train was now properly lined for the return westbound, dispatching orders allowed it to run, sometimes at nearly 60 miles per hour, to its second homebound water stop at Valparaiso and then into Dearborn Street Station.

Two photo stops had been set up, but one of them had to be cut out, and the running time and schedules were more than slightly disarranged by other operating requirements. The excursion, Extra 4070, was due back in Chicago about 6 p.m. It did not arrive until nearly three and a half hours later! Many connections must have been missed by its passengers from the Chicago area. As the train neared its home base, "comment cards" were distributed among the riders, to be filled out. Besides providing a mailing list for future railfan activities, these cards are a good means of measuring the acceptance of steam trips.

"Sure, we're late," Richard Jensen said, "but that won't be the major complaint. A lot of passengers are unhappy because we didn't make both photo stops." ●



Loco plans and erection drawings share the menu with fried chicken for Richard Jensen, of Forest Park, Ill. As promoter of the steam excursions operated by Midwest Steam Railfans' Assn., he carries mechanical data about the engine used on each trip, in case of need.

Steaming freely, 4070 heads out of a siding onto the main at Stilwell, Indiana.

Allen Anway, of Chicago, sets up his 5x7" view camera preparatory to making a carefully-considered portrait of No. 4070.

PASSENGER TRAIN SURVEY

Diagram of General Electric propulsion system on the *Metroliner*: (1) Traction motor and gear box, (2) speed-maintaining group, (3) blower, (4) braking-control group, (5) resistor box, (6) rectifier-control group, (7) transformer heat exchanger, (8) transformer, (9) main control group, (10) main smoothing reactor, (11) auxiliary smoothing reactor, (12) motor-alternator set, (13) motor-alternator starting resistor, (14) current-collector.

REGULAR *Metroliner* service of the new high-speed train of Budd-built cars linking New York with Washington, D.C., which started January 16th, is pleasing a lot of people. The schedule (one round trip daily) calls for making the 226-mile run in just one minute under three hours, or 36 minutes faster than the previous fastest service.

Penn Central has a total of 50 of the Budd cars on order. When all have been delivered, it plans to start hourly service both ways between New York and Washington and half-hourly service between New York and Philadelphia. If 15 or 20 more minutes could be lopped off the running time, it would cut seriously into the one-hour airline travel between the two cities, especially because of downtown-to-airport travel time. But, according to Richard Witkin of *The New York Times*, experts estimate that further roadbed improvements could cost as much as $7 million for every additional minute of running time saved. Specialists in rail economics think that only heavy Government subsidy could prompt such investment.

The cars already accepted all are equipped with electric propulsion systems made by General Electric. Other cars have Westinghouse Electric systems. These ran into serious technical difficulties in tests last year but officials said the troubles appeared to be under control now.

Among the train's most popular features are the direct-dial phones developed by the American Telephone & Telegraph Company.

Fare in the first-class parlor cars (30 seats to a car) is $19.90, including the seat charge. That makes the price almost competitive with the Eastern Airlines $18 shuttle fare.

Coach seats—whether in snack-bar coaches (seating 60) or regular coaches (seating 76)—cost $2 more than regular on the long runs and $1 extra for trips up to 174 miles. Total cost from New York to Washington is $12.75. Tickets must be bought in advance—there will be no standees.

Our assistant editor, Roger Arcara, who rode the *Metroliner* demonstration trip on January 15th, comments: "These new cars ride as comfortably as conventional cars, but not more so. Condition of track seems to affect riding qualities as much as those of standard passenger cars. However, the *Metroliners* offer the advantage of riding as well as conventional equipment *but at much higher speed.*

"Soundproofing is quite effective, and the carpeted floors are a pleasure to walk on. Seats are soft, but weren't designed for tall people: the concave backrests and overpadded headrests made me hunch forward uncomfortably, instead of sitting upright in good posture. Individual reading-lamps over the seats are much appreciated. Windows are unusually small, and their tint gives a pall to sunny views and makes it difficult to see out at night. Those of us who like to stand at the front of m-u cars to look along the right-of-way are frustrated by the paucity of end windows.

"Service counts most, however. If the *Metroliners* live up to advance billing, they should attract much of the traveling public back to the rails."

Just after our March issue had gone to press, Canadian National temporarily withdrew its new *TurboTrains* which had just started running between Montreal and Toronto, because of operating difficulties due to bitterly cold weather. Breakdowns were attributed to the train's sophisticated electrical system. Until the *Turbos* operate again, their place is being taken by conventional equipment.

Construction of what may prove to be the ideal commuter railroad station is scheduled to begin very soon at Woodbridge, N.J., on the Penn Central mainline.

The station, to be named Metro-Park, is a significant step forward in the state's efforts to improve commuter travel. It will provide a well-lighted parking lot for 776 cars, a heated 20x60-foot station building, and covered walkways.

One of the most flagrant examples of the "public be damned" attitude in railroad passenger service occurred the other day when the Louisville & Nashville yanked off the *Humming Bird* at Birmingham, Ala., about halfway on its run between Cincinnati and New Orleans.

Passengers were told by a passenger agent: "We've discontinued the *Humming Bird*. Get your baggage and we'll put you on a bus."

The L&N took that abrupt action immediately after receiving word that a Federal court in Chicago had dismissed a challenge to an Interstate Commerce Commission decision permitting the carrier to discontinue the *Humming Bird*.

Southern Pacific has been ordered by the Interstate Commerce Commission to continue operating the *Cascade* between Oakland, Calif., and Portland, Ore., for at least a year. In its order, the ICC said that the *Cascade* meets a public need, that more than 100,000 passengers yearly use the train, and that the SP has exerted little or no effort to attract new passengers. The ICC also observed that the financial losses reported by the railroad in operating the train were less than claimed and were not an undue burden on the company.

Said H. W. Addison, La Grande, Ore., legislative representative for the new United Transportation Union: "If the railroad would make a major effort to improve their *Cascade* service, and promote it, it could pay off big."

"Railroads deserving praise for passenger treatment are rare these days," editorializes *Motor News*, "but a big exception is the Grand Trunk Western, which goes all out to encourage passengers. Since a new management team took over in 1967, the railroad has been trying consistently to improve service and attract more riders. GTW now operates six suburban runs daily between Pontiac and Detroit. Dependable schedules, plus advertising, have paid off with an increase of nearly 1,000 passengers a day. Recently, the Friday and Sunday trains have been stopping at the East Lansing campus to accommodate Michigan State University students. In recognition of its promotion efforts, GTW has received top national honors in an annual outdoor advertising competition."

Thirteen new 3,000-hp. diesel locomotives have just begun hauling Jersey Central passenger trains. These GP-40 units constitute a complete replacement of the road's Fairbanks-Morse passenger locomotives. Also, CNJ is reconditioning the 50 air-conditioned coaches it bought from other roads as well as 65 commuter coaches it previously had in service. Happily for commuters, the Norfolk & Western and the Chesapeake & Ohio jointly furnished some $5.8 million to pay for replacing and renovating CNJ's ailing equipment.

Ronald V. Nixon (see page 24) photographs Northern Pacific passenger train 3 near Thompson Falls, Mont.

Seaboard Coast Line's *Florida Special*, now in its 81st season, is running between New York and Miami in exactly 24 hours, cutting 65 minutes off its previous schedule. This is one of the very few extra-fare trains left in the U.S., and it boasts the only recreation car in regular service on any American train. Its attractions include planned entertainments, fashion shows, bingo, group singing, lucky numbers drawing, candlelight dinners, and free champagne in the diners.

The National Association of Railroad Passengers hopes to forestall action by the Chicago City Council which, it said, would permanently block rail terminal consolidation in that city. Anthony Haswell, executive director of NARP, said approval of Tishman Realty & Construction company's plan to build a 35-story building atop Union Station would shut the door to any such merger.

Architectural drawings of the proposed $50 million structure indicate that caissons and bearing pilings would be driven all the way across the depot's concourse, making it impossible ever to connect the tracks coming in from the north and south. Haswell emphasizes that his not-for-profit organization does not oppose the Tishman project, but believes there should be revisions in the designing.

Girl in a Metroclub car of the *Metroliner* enjoys a full-course hot meal while the business man at her left uses high-speed travel time to get some work done.

Interesting Railfans No. 76

RONALD V. NIXON

by Freeman Hubbard

Photograph by Ronald V. Nixon

Northern Pacific *Coeur d'Alene* crosses Spokane River east of Spokane.

Ron Nixon. Above is a photo he made of Northern Pacific No. 5144 on first run.

NO KIN to the president, Ron Nixon came from pioneer stock. Even before the Northern Pacific was completed, his grandparents rolled into silver camps of Montana Territory in a covered wagon. His father, William Nixon, now a retired boomer brass pounder and station agent, was with the NP at Big Timber, Mont., in 1909 when he met and married a pretty telephone operator. On April 16, 1911, their son Ron first saw daylight at Gardiner, Mont., the original entrance to Yellowstone Park.

"As a baby," his mother recalls, "Ron was an amiable little tyrant, good-natured but very determined to get what he wanted. Those were his outstanding traits."

She herself is quite a character. Born in Robinson, now a Montana ghost town, she was residing at Castle, now also a ghost town, during the silver boom when the famous "Jawbone" railroad reached Leadboro, and her first train ride was in a Jawbone caboose. As a telegrapher, she often worked with her husband at small NP depots and taught the dot and dash system to Ron at age nine. She is also a first-class photographer and made many railroad pictures long ago, which sparked her son's success in that field.

Ron was about five when he started using a camera. A circus special had come to town. His mother handed the lad her own camera, telling him to get a shot of the crew. He still has the negative, and has been clicking shutters ever since. A collection of pictures he made numbers some 30,000, about two-thirds of them railroadish.

Railway Age, in 1930, was the first magazine to reproduce one of Ron's railroad photos. Since then, his work has appeared in a long list of magazines and newspapers, including *Railroad* and *Trains;* and *Modern Railroads* used a Nixon color-shot on its foldover cover. Ron also writes magazine articles. The Northern Pacific magazine has carried 54 illustrated features of his on NP motive power. Back in 1939 he began making pix for NP's advertising department, is still doing it, and has had five color-shots on calendars.

Probably his most important railroad picture, a steam shot, is "East Meets West." You might call it a lucky accident. Ron had planned to snap engine 603 coming out of Hoppers Tunnel. Just as she emerged, the 602 went by on the eastward track and Railfan 76 caught the two 4-6-6-4's meeting. This view appeared on several magazine covers, large posters, dining-car menus, etc. Another of Ron's eye-catching photos is a reflection shot of an eastbound train crossing Clark River at Noxon, Mont. Besides putting it on their 1960 calendar, NP distributed color posters of it.

"My interest in railroading was never aroused," Ron tells us. "It was there to begin with."

Almost invariably his home has been on or near railroad facilities. From 1916 to 1920 the family lived in the NP station at Roberts, Mont. When Ron was five, his father started him on a project which was carried on until the end of steam—recording the number of each locomotive he saw. One day the father asked, "Guess what engine is coming today?" Eager to see an unfamiliar locomotive, the boy inquired which one. William Nixon said with a grin, "The 1644."

Ron was disgusted; the 1644 had been pulling the local through Roberts every day for years. "That old so-and-so!" he snapped. "Why doesn't some other engine ever come here?"

His first engine-cab ride, at age six, was on No. 107, an oldtime cross-compound 4-6-0. From 1920 until '24 his dad was the agent at Whitehall, Mont., at the foot of the east slope of the

Continental Divide. All trains at that point needed helpers. Ron practically lived in the roundhouse, which handled Mallet compounds, Standards, cross compounds, and Consolidations —almost every type the road had then.

In those days the father of present-day TV newscaster Chet Huntley worked for the Northern Pacific at Whitehall. Ron became acquainted with father and son, and still has a letter that Chet, at age 13, wrote to him on a railroad message blank telling about the NP engines that came through Edgar, Mont. Graduating from high school as class valedictorian, Railfan 76 received a scholarship to the University of Montana; but the Depression had just set in, the Nixon family was hard-pressed financially, and instead of attending the university he settled for a night course of two years at a business college.

Meanwhile at age ten, Ron had spent a summer vacation earning $10 a month as a messenger, his first paid job. In 1925 he hired out to the Northern Pacific as a telegrapher at Livingston, and he worked extra on the old Montana Division while going to school. During the tourist seasons of 1925, '26, '27, and '31 he pounded brass in the Yellowstone Park Co. main office at Mammoth Hot Springs. During the cold winters of 1926 and '27 he did relief work as telegrapher for the Associated Press; and later was on Western Union's payroll. In 1929 he signed up with the Canadian Pacific at Calgary, Alta., in telegraph service and might have been there today if the Parliament at Ottawa hadn't passed a law in 1930 refusing to let Americans be employed in that country without becoming Canadian citizens.

Ron's wife, Florence, on duty as Northern Pacific telegrapher in August 1951.

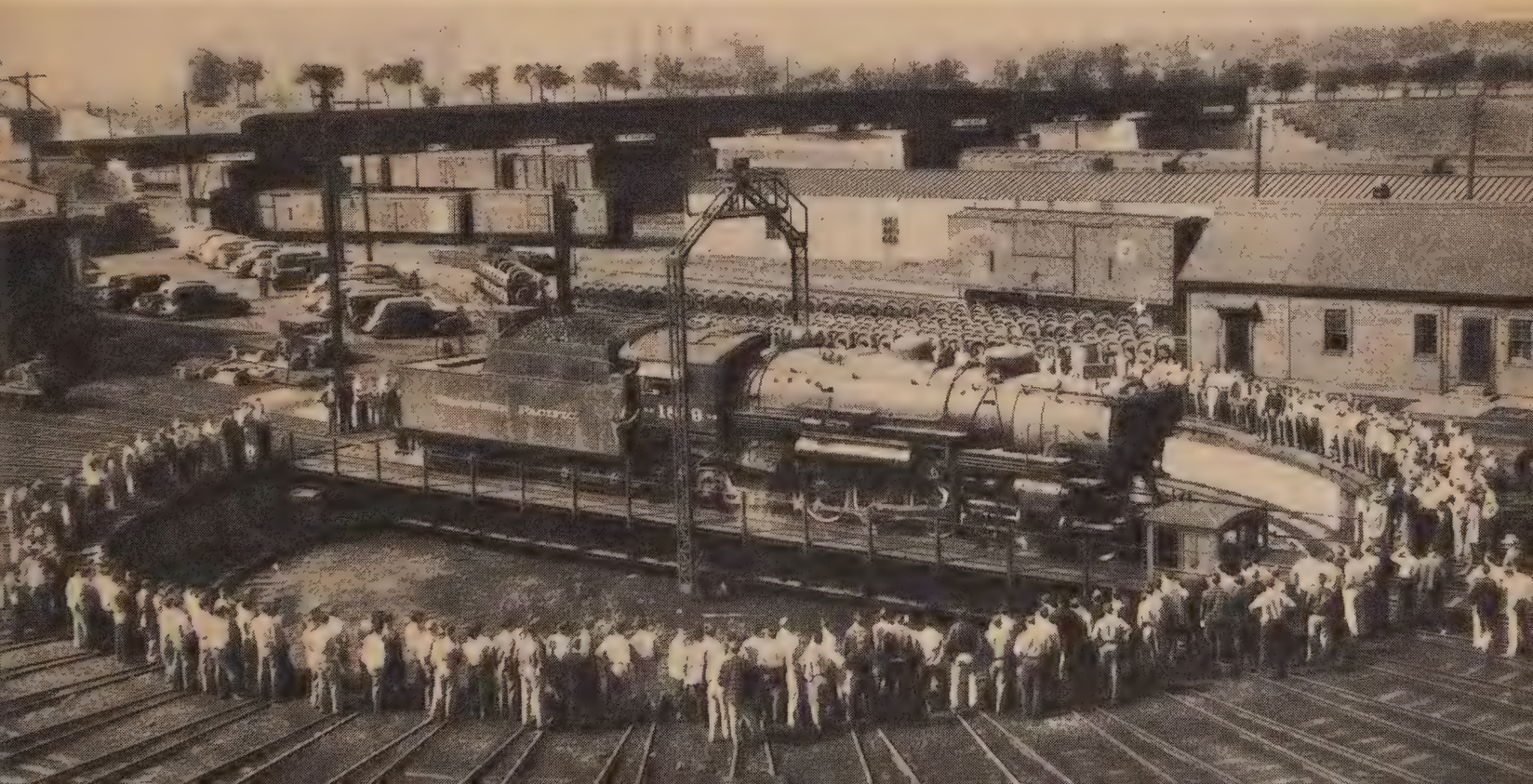
So Ron went to work for the NP's Relay Division, where he still holds seniority, although there have been several breaks, including a year as a brewery accountant, a Great Northern stretch in 1934, five years of dispatching trains, 1942-'46, and a leave of absence to work with Harold E. Ashcroft in a Minneapolis railroad school.

"Ron is an ace telegrapher," says Harold, Soo Line operator at Emerald, Wisc., "and held his own with some of the fastest men in the business. He is a perfectionist. If you doubt it, try saying 'passing track' to him when you should say 'siding.' In 1947 and '48, when I was in Minneapolis running a railroad school sponsored by many roads, which attained an enrollment of over 600, Ron was my chief rules examiner."

Our hero lacks one inch of being a six-footer. He has keen blue eyes. His weight, 175, hasn't varied five pounds

Both photos on this page by Ron Nixon, P.O. Box 21, Missoula, Mont. 59801

Students from the railroad school where Ronald V. Nixon was chief rules examiner watched NP engine 1859 being turned at Northtown, Minn., on June 23, 1948. It was Ron's idea for the school to run a 10-car special to that spot for the students.



Northern Pacific freight train No. 603-5107 meeting No. 602-5108 on double track west of Hoppers, Mont., on Dec. 24, 1940.
Both photographs on this page by Ronald V. Nixon

in the past 35 years. His address is P.O. Box 21, Missoula, Mont. 59801. Easy to get along with, he has a pleasant sense of humor and, like most railfans, is a non-smoker, having quit cigarettes. He doesn't care for sugared foods. Friends regard him as "the best fly fisherman west of the Mississippi."

But he never hunts. "I am too fond of animals to enjoy killing them," Ron says. "For 15 years I had a dog whom I liked better than most people. I made a picture of him watching a Northern Pacific engine, the 1760, pull a drag up the hill from Flathead Lake."

Ron has created advertising posters for the NP, Milwaukee Road, GN, Soo Line, Electro Motive, General Electric, American Locomotive Co., and (don't tell anybody) even trucking concerns. His record shows 30 years of shooting train wrecks for various NP departments, including their worst pile-up, seven years ago, when the *North Coast Limited* plunged down a mountain side near Evaro, Mont., at 89 miles per hour.

Most of his wreck pictures, however, are steam. In 1944 he photographed the initial run of NP steamers Z7 and Z8 and of road diesels. The following year he took pix of the first diesel operation in the Cascades. Among the thousands of other pictures he has made were the run of EM's test diesel across the Rocky Mountain Division in 1940. Also the NP's test run in 1946 from St. Paul to Seattle with GM 754 (running time, 33 hours, 56 minutes) in preparation for scheduling the present *North Coast Limited*.

A year later, Ron was camera man for the exhibition trip of the Great Northern's *Empire Builder*, which took two weeks to cover every major point on the system for publicity prior to putting the train into regular service.

Northern Pacific train No. 2 near Seley, Mont., on October 5, 1939. This view, taken in a rainstorm, is one of Ron's favorite shots of all those he has made.

The Nixon children, Jeannine and Lee, on the NP's *Minnetonka*, of which Lee said, "It is just barely an engine."
Photographed some years ago by Ronald V. Nixon

Ron instructs in train rules: Gale Institute, Minneapolis (October, 1947).

He also photographed the last run of a steamer on the Omaha Road, an Atlantic type, and the last trip of a Northern Pacific 4-6-0. He wrote and illustrated an article for *True* magazine on the restoration and preservation of NP 684, a Standard type built in 1883. Ron himself was mainly responsible for saving that engine and NP 1356.

On Aug. 4, 1957, he photographed the graveyard run of NP's history-making 2626, originally Timken Roller Bearing's 1111. "I tried hard to save that locomotive," he says. "In my opinion, she was the ultimate in steam power. I kept in touch with Timken officials, who were considering running her from Seattle to Canton, Ohio, to put on permanent display, but the Northern Pacific scrapped her before negotiations could be completed."

Another last run recorded by Ron's camera was NP 5140, a 4-6-6-4 taken out of two years' storage for the tamping down of 19 miles of new line rerouted in 1957. Many of his pix were made under difficult circumstances. One day, for example, he climbed a steep slanted roof of the Northern States Power Co. building in Minneapolis, five stories high, to shoot the *North Coast Limited* crossing the famous old stone arch bridge over the Mississippi. Ron was scared. But the picture turned out fine. You may have seen it on postcards distributed by NP.

In 1950 the Northern Pacific wanted a complete set of views of the large cut which had replaced Big Horn Tunnel in eastern Montana, not far from the scene of the Custer Massacre. An engineering department man met Ron on his arrival from St. Paul to assist in picture-taking. The proposed photo could be made only from an elevation, so Ron walked about a mile through underbrush to the top of the cut. The engineer refused to accompany him, saying: "The place is too damned full of rattlesnakes. I'll follow along below on the tracks."

After making several views, Ron hollered to the engineer, "How can I get down to the track without walking back among the rattlers?"

"Come right down where you are."

To Ron it looked impossible. He was heavily laden with a Speed Graphic and other equipment. About halfway down, he didn't think he could make it down or back to where he had come from. At length he jumped to a narrow ledge and eventually reached the bottom. The engineer laughed.

"What in hell's funny?" Ron asked.

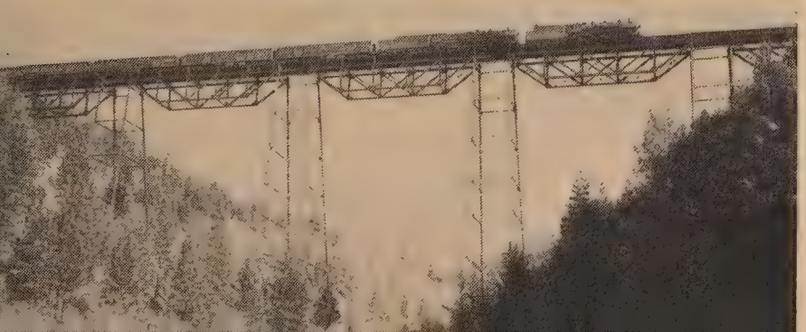
The reply was: "One of our men tried to come down there last week and we had to take him off with ropes."

Ron was not at all amused. Elsewhere, during construction of a dam, he was lifted up and above a river by an overhead crane in order to get pictures. On other photographic assignments he was caught on the Pennsy's elevated track in Pittsburgh with two trains coming in opposite directions; he was walking across a drawbridge in Chicago when it started to lift; and he slipped on decomposed granite on the Continental Divide, knocking himself out miles from any habitation.

"One day in 1962," he recalls, "Marc Green of the Milwaukee Road wanted a color-shot of a train emerging from Eagle Nest Tunnel onto a trestle near Sixteen, Mont., to be entered in a contest for American Oil Co. I told him it couldn't be done except by train, but he said he'd make arrangements. F. W. Striebel, a Milwaukee engineer, drove with me to Maudlow, where we tried to start a track motor in freezing weather. After half an hour, we got it going and rode about ten miles to the tunnel, where I was to shoot freight train 263. The weather was frigid. We built a fire at the mouth

Both photographs by Ronald V. Nixon

Train 2 on Marent trestle, NP's highest, 226 ft. high, in 1945.



NP freight crosses bridge on then new Noxon line in Montana.

Northern Pacific engine, class S-10, is being turned on "armstrong" turntable at Grantsburg, Wisconsin, a short time before abandonment of this branch line.

of the tunnel, but because of a strong wind it warmed us not at all. After waiting in vain for the 263, we were forced by snowfall to return to Maudlow.

"A month or so later, in milder weather, while heading east on a Northern Pacific assignment, I visited Milwaukee Road headquarters at Deer Lodge to ask the superintendent if he'd stop No. 264 at Eagle Nest long enough for me to take a picture. 'Nothing doing,' he said, 'on this grade.' As I was walking away, he called out: 'Just a minute, fellow! If you want, I'll run an extra east out of Three Forks for you in the morning.' He did that. There was trouble in spotting the 155-car train on the grade, but I got pictures as it emerged from the tunnel onto the trestle. One of them was used on the American Oil calendar in 1963. A photo of the *North Coast Limited* I made the same day appeared on NP's small 1963 calendar. So it was quite a day!"

Among Ron's prized possessions is an album of photos of all types of steam locos that NP has ever had on its roster, except for a few that were scrapped just after they had been reclassified. Ron himself made many of the pictures.

Says John M. Hoover, a Milwaukee Road signal maintainer with headquarters at Butte: "I first became acquainted with Ron Nixon in 1960 after I had bought an 82-ton Lima-built Shay from the Anaconda Forest Products Co. at Bonner, Mont., and he took many pictures of us moving her to the Walter Mehmke farm on Box Cedar Creek, 12 miles from Great Falls. While the Shay was being towed by special GN train service, he seemed to be at every prominent cliff or bridge with his camera. The Telegraphers' magazine ran one of those pictures on a front cover. Ron also covered photographically Charlie Bovey's all-steam Alder Gulch Short Line at Nevada City, Mont., which I fired for three summers."

We might mention also that Ron made a pictorial record of the Milwaukee Road's project of lowering tunnel floors in the rugged Bitter Root Mountains eight years ago and fantrips on the NP, Burlington, Milwaukee, and Omaha Road. And those items are only the high spots in Ron Nixon's spectacular career.

"I hope to be remembered for what enjoyment people may have received from my photos," he tells us, "and for never having intentionally harmed a human being or an animal."

Miss Florence Gilbert, short and good-looking, with sympathetic gray eyes, was a telegrapher on the NP's Idaho Division at Kootenai, Idaho, when Ron stepped into the office to file a message about a magazine article. Their brief business talk led to a romance, and eventually, marriage. Among Florence's hobby interests are art, music, and seeking unusual bits of rock, fossils, and Indian arrowheads. They have two children: Lee, age 16, who has followed the family tradition by learning Morse, and Jeannine, 14.

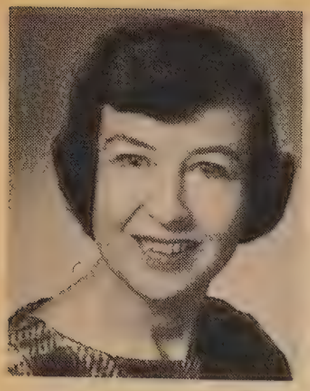
Ron has a packrat's proclivity for collecting things. "I collect too darn much," he admits, "mostly railroad pictures. Besides those I made myself, I have box after box filled with photos by other men—haven't the slightest idea how many. I also have a lot of timetables, railroad books, an almost complete file of *Railroad Magazine* since December, 1929, and some earlier issues. In 1925 I first subscribed to *Railway Age* and I still have hundreds of old copies in storage."

What one man can do with half a ton of railroadiana, more or less, outside of a museum, is a mystery to us. There comes a point in hobby collecting when so much material ceases to be interesting or stimulating. Our guess is that Ronald V. Nixon will never get around to delving again into those hundreds of old *Railway Ages*. We used to have several hundred back copies of *Railway Age* in our own office, but we disposed of them, along with other items. Doing so gave us a sense of freedom.

For most people, life is just too complicated. A worthwhile goal would be to simplify it. In line with this philosophy, Ron got rid of nearly all of the many train orders he had been hoarding for 40 years or so. He gave them away, through our *Switch List*, to *Railroad Magazine* readers who sent him self-addressed stamped envelopes. But for sentimental reasons he is still keeping the first order he ever copied. Ron typed it from Morse code on a Northern Pacific flimsy when he was thirteen.

Both photographs on this page by Ronald V. Nixon

The *North Coast Limited*, climbing Evaro Hill on Sept. 20, 1939, was doubleheaded by passenger-haulers puffing black smoke.



INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***On timetables in The Official Guide, plus-signs denote coupon stations. What is a coupon station?***

A station at which interline tickets are sold. Such tickets are valid for a ride continuing on more than one railroad, and usually have a coupon for each line.

2 ***Did the Pennsylvania Railroad ever have any narrow-gage lines?***

Yes; we know of at least two Pennsy 3-foot-gage subsidiaries, both operated years ago: the Ohio River & Western, 110 miles between Zanesville and Bellaire, Ohio; and the Waynesburg & Washington, now a standard-gage line 28 miles long in Pennsylvania.

3 ***Which railway had a passenger train called the Bullet?***

The Jersey Central *Bullet* ran between Jersey City, N.J., and Wilkes-Barre, Pa., 174 miles. The New Haven and Boston & Maine used to operate a freight train called the *Maine Bullet* between the Bronx, N.Y., and Portland, Maine. Maybe some reader knows of other trains with that name.

4 ***How long is the Winston-Salem Southbound Ry.; how many locos has it?***

This North Carolina pike, opened 1910-'11, extends 90 miles from Winston-Salem to Wadesboro, with a 5-mile branch between Whitney and Badin. It leases 4 General Motors GP-9 diesels, built in 1947 (1,750 hp.; 61,-250 lb. tractive effort; 245,000 lb. weight), with Norfolk & Western owning Nos. 1501 and 1502, and Seaboard Coast Line owning 1503 and 1504. The line also has 42 freight cars, and gives freight service only. Connections: with the N&W and the Southern at Winston-Salem; with SR at Lexington; with the High Point, Thomasville & Denton at High Rock; with the Carolina & Northwestern at Whitney and at Albemarle; with Norfolk Southern at Norwood; and SCL at Wadesboro.

5 ***Describe the automatic train operation in partial use on Canadian National's Great Slave Lake Ry.***

We covered the construction of this line, now 430 miles long in Alberta and Northwest Territories, in our September, 1965, issue. Since then, CNR has decided that the isolation of the line and the type of traffic (chiefly ore, lumber, and other commodities) warranted trial of automatic train control.

The experimental system regulates power and braking by means of a computing device on the locomotive, and coils positioned at strategic points between the rails. The computer even sounds the locomotive horn and bell at crossings. It relieves the man in the cab of routine decision making, so he can concentrate more on the functioning of the locomotive and train equipment. At his side is a powerful two-way radio that keeps him in touch with dispatchers. In case of trouble, he can take over manual control.

One of the unique features of the new system is that a train may also be operated by remote control from the ground, for switching operations. A man on the ground carries a battery-powered, hand-held, push-button operated radio transmitter which moves the train forward or backward and brakes it to a stop. The remote control can be used up to one mile away.

The pick-up coils between the rails energize command circuits in the locomotive-mounted computer. The circuits then control speed and other functions of the loco. By locating the coils at points where the railway grade ascends and descends or local conditions dictate slow speed, the electronic engineers have matched the characteristics of the terrain to loco capacity.

A safety feature of the control system is that before any changes in speed can be initiated by the track-mounted coils, the computer must be cleared of existing speed commands. A heavy steel block, or "train-stop," at trackside serves as the clearing agent. When a locomotive passes the block, magnetic flux changes are induced in the computer to cancel the previous speed instructions. Unless a new command from a track coil is received immediately, the train-stop brings the train to a halt. Thus, any speed zone requires two coils to initiate speed changes and a train-stop to ensure fail-safe operation.

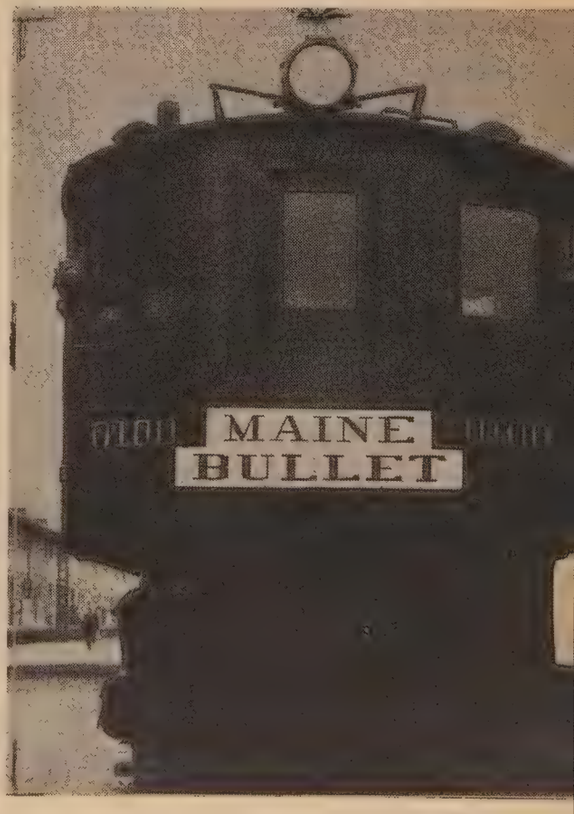
When added power is required for ascending grades, a "grade input coil" is placed between the rails. It sets up circuits which will maintain constant speed. An "end-of-grade" coil cancels the instructions and prepares the train for level operation. When control of the train is switched from automatic to manual, it becomes a push-button operation at a console mounted in front of the operator's seat. While mainline operation is automatic, all yard operations are conducted manually.

The system was designed by Westinghouse Air Brake Co., which, along with Canadian National, is modifying it to meet the rigors of northern railroading. Many crew men are Eskimos.

6 ***Which railroads used Columbia-type (2-4-2) locos in mainline service?***

The Reading, the Burlington, the Atlantic Coast Line, and possibly a few others, but this type never proved very popular for mainline service, due chiefly to poor riding at high speed.

New Haven electric freight loco with train name sign in 1931 (see item 3).



7 ***Why aren't British and European locos fitted with pilots, or cowcatchers?***

Mainly because most rights-of-way over there have always been fenced in, and animals were not likely to obstruct the tracks. In the early days of American railroading, distances were too great and construction was too rapid to bother with the time and expense of erecting fences along all lines, so the cowcatcher was developed to cope with the situation in a less expensive, if often more violent, way.

8 ***I remember reading a poem critical of cabooses. Can you supply it?***

Maybe you mean "A Trainman's Complaint", by William H. Storer:

I've heard many songs of the red caboose
And have listened vainly for some abuse,
So while others the praises softly croon
I'll sing you a song with a different tune.
Have you ever heard the north wind roar
As it sought the cracks beneath the floor.
And crept inside where a board was loose,
On a shabby, dinky, red caboose?

Have you stoked the stove with a Number 2
When the smoke poured out till the air was blue,
While the flame backfired with a cloud of soot
And the pipe was bent and loose to boot?
If not, I'll say you've some excuse
To sing your praise of the red caboose.

Have you ever stretched your weary bones,
When the bunks seemed paved with cobblestones
Have you ever heard the switchmen, shout,
"On your bellies, and then look out!"
Have you braced your feet while your head got bumped,
And the windows shattered and dope was dumped?
Have you ever thought: "Oh, what's the use?"
While you tried to sleep in the red caboose?

For many years I've been riding the rails
On various hacks, on numerous trails,
But I have never yet found on any pike
A red caboose that I could really like.
Oh, in days to come, when I'm retired
Or by some cruel official fired,
I may hunt the bear or follow the moose.
But I'll keep off the road of the red caboose.

9 ***What is the record number of freight cars dispatched in one day by one railroad?***

We're not sure, but Norfolk & Western dispatched 39,331 *loaded* freight cars during one 24-hour period during the last week of October, 1968, and this looks like a record to us.

10 ***How about a brief history of the New Haven, now that it has been absorbed into the Penn Central system and has become officially the PC's New Haven Region?***

Even a brief history of the NHRR would require a good-size book, and we know of at least three such attempts: *The Formation of the New England Railroad Systems,* by George Baker (1937); *Steelways of New England,* by Alvin F. Harlow (1946); and *The Fall of a Railroad Empire,* by Staples & Mason (1947). In barest outline, the facts are these:

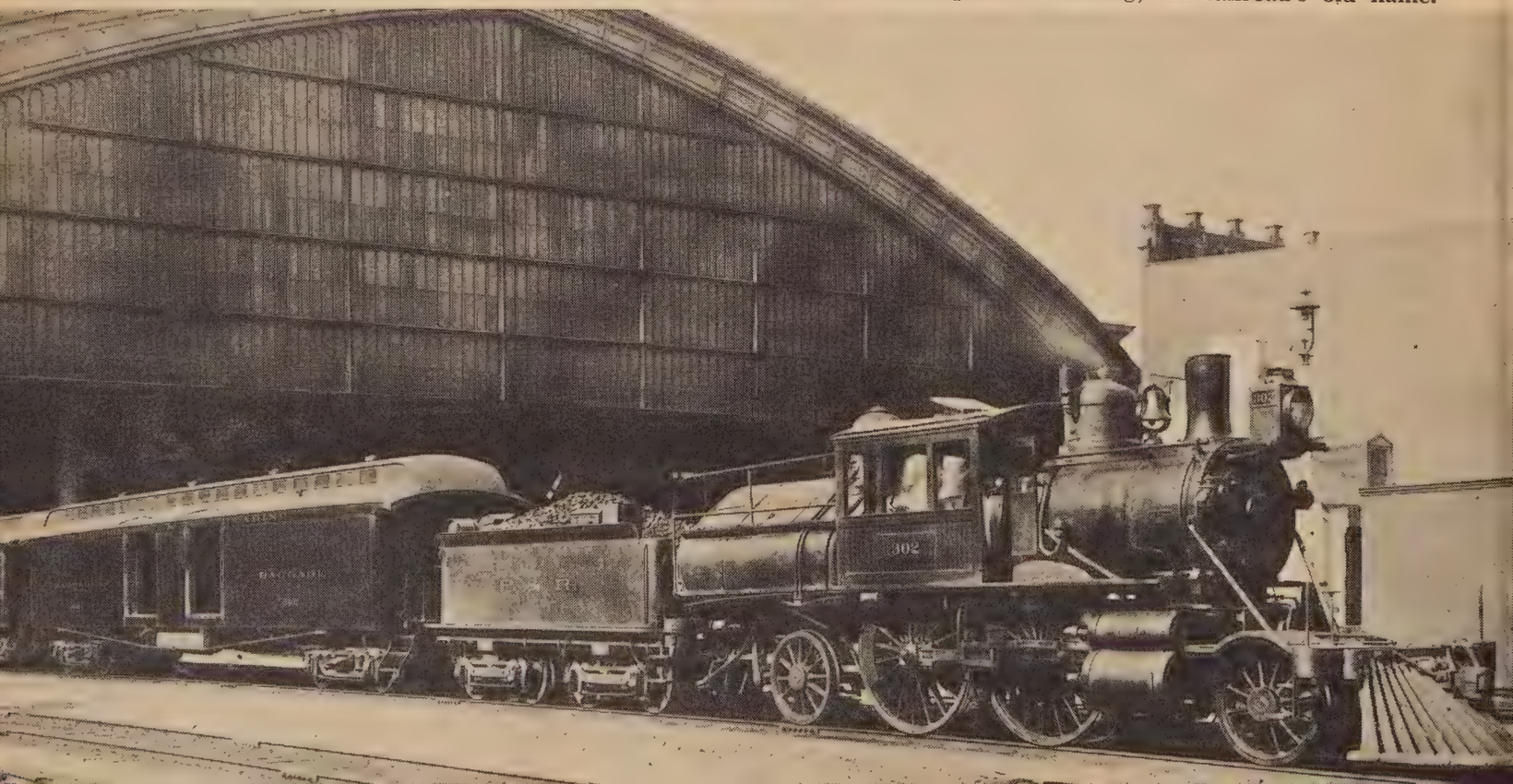
The Hartford & New Haven RR. Co., chartered in 1833, was opened over its full length in 1839. An extension, the Hartford & Springfield, was chartered in 1839 and completed in 1844. The New York & New Haven was chartered in 1844 and completed from its connection with the New York & Harlem at Woodlawn, north of New York City, to New Haven, in 1849. By an agreement dated March 17, 1848, the New York & New Haven had perpetual right to use the tracks of the New York & Harlem from Woodlawn southward to the NY&H terminal in New York City (at first at Prince St., later at 26th St., and finally at 42nd St.—Grand Central).

Over the years, these railroads acquired, or affiliated with, other lines, to form a New England railway network which was consolidated on August 6, 1872, into the New York, New Haven & Hartford. Hundreds of companies went to make up this system in its greatest years: the New York, Providence & Boston; the Stamford & New Canaan; the Hartford & Connecticut Valley; the Housatonic; the Danbury & Norwalk; the Boston & New York Air Line RR., and many others.

In addition, the NYNH&H came to own or control, in whole or in part, the

Reading Company photograph

Reading Terminal, in Philadelphia, has long been a city landmark, now has a tablet so stating, as we mentioned last month. In this turn-of-the-century view, we see the trainshed, which still appears much the same, and a large 2-4-2 Camelback preparing to depart with an express train. Initials on the tender were for Philadelphia & Reading, the railroad's old name.



New York, Westchester & Boston (a high-capacity electric line in New York's suburbs); the Harlem River & Portchester (begun in 1873, this became the New Haven's Harlem River branch in New York, and part of the through Boston-Washington trackage on completion of the Hell Gate Bridge in 1917); the Holyoke & Westfield; the Providence & Worcester; the New York & Stamford; the Old Colony; the Boston & Providence, etc.

The New Haven also came to own or control many streetcar systems, including the Connecticut Co.; most of the steamship lines along the New England coast of Long Island Sound; local bus and freight lines; and electric power companies.

The more extensive the New Haven empire became, the more intricate its financial affairs grew. The NHRR was the subject of governmental investigation during the 1910's, though it apparently continued to prosper. The depression of the early 1930's, however, tumbled its financial structure and a reorganization under the National Bankruptcy Act took place in 1935. In that proceeding, the New Haven was divested of many of its subsidiaries (some, left to shift for themselves without NHRR backing, soon expired).

Ever since, the line has been in and out of economic difficulties and under several managements. By terms of a Federal order, the system was purchased by, and assumed into, the Penn Central on January 1st.

Running Extra

More additions to Ted Gay's provocative list of trains with the same names on different railroads, from John W. Booth, Bruce Beardsley, Robert A. Williams, Jr., and others;

Midnight Special: CPR, GN, Pere Marquette.
American: GN, PRR.
Exposition Flyer: Lake Shore & Michigan Southern (to Columbian Exposition in Chicago, 1893), CB&Q (to Golden Gate Exposition in San Francisco, 1939).

And more trains with similar names:

Black Diamond: LV; Green Diamond: IC.
Comet: NH; Blue Comet; CNJ; Silver Comet: Seaboard (SCL).
Meteor: StL-SF; Silver Meteor: Seaboard (SCL).
Star: LV; North Star: NYC; Western Star: GN; Starlight: SP.

History and specifications of the Virginian's 2-8-8-8-4 triplex articulated loco are wanted by Ira Hubler, Rte. 2, Box 182, Cabool, Mo. 65689. (See *Locomotives That Baldwin Built,* by Frederick Westing, page 122). This unsuccessful monster was soon dismantled and its parts included in two smaller engines.

"With reference to item 3 in Feb. *Information Booth,*" writes Al Shade, 9831 Aldridge Dr., Columbia Station, Ohio 44028, "I also deal in postcards; can furnish black-&-white reprints of more than 1,200 old trolley views, more than 600 old steam train views, at 25¢ each. Lists and samples are available. I also supply more modern picture postcards of trains and trolleys."

History of Santa Fe engine 3262 is wanted by William A. Klein, 214 S. Vermillion St., Streator, Ill. 61364.

Two readers seek details of train wrecks: Kenneth Chrusz, Box 408, Johnsonburg, N.J. 07846, wants data on a Lackawanna runaway freight which cut loose from Port Morris yard in New Jersey and jumped the track at Delaware Water Gap, Pa., in August, 1958. And J. L. Carter, 4320 N. Ivar Ave., Rosemead, Calif. 91770, seeks information about the wreck of a KCS railbus or rail motor coach which burned at Lipton Ford, near Neosho, Mo., about 1913 and a Santa Fe wreck at Redondo Jct. not long ago.

"The New Haven's Providence-Bristol electrification was always a trolley wire installation," writes Felix E. Reifschneider, traction expert, Box 88, Fairton, N.J. 08320, referring to an item in our January department. "For a full and illustrated article on this line, see the NHRR employes' magazine, *Along the Line,* May, 1945. I rode the route many times; it had old wooden steam-train coaches equipped with electric motors and trolley poles." The other early NH electric installations were third-rail or combinations of third rail and overhead wire.

Information on the old Louisiana Southern is sought by Floyd E. Rees, 202 E. Fordyce, Kingsville, Texas 78363. He asks when it was built, when abandoned or taken over by another company, etc.

Answering our query about collectors of crosstie dating-nails, Bob Dunn, 24 Arrow St., Schenectady, N.Y., says he collects them and has some old D&H round-head types, unlike square-head NYC types.

Paul Walden, contact Herman Rinke, c/o Electric Railroaders Assn., 145 Greenwich St., New York, N.Y. 10006. Herman knew you years ago and got a letter from you after publication of our *Interesting Railfans* article about him (Aug. '68), but you didn't mention your address.

Data, especially road numbers and changes made over the years, on the Long Island's few Camelbacks (see our Jan. cover) is wanted by Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138, who has a specialized interest in Camelbacks.

Lehigh & New England history is sought by Louis D. Semanski, 503 Marion Rd., Glen Burnie, Md. 21061; he has many L&NE pix.

Sunshine Special? **No, a fantrip out of Roanoke, Va., last Nov. 2nd. We don't notice any lack of passengers on *this* train. Railroads, take note.**
Neal M. Hall photo from John J. Hilton

Brief history of the St. Louis, Jerseyville & Springfield is requested by Warren Bohlman, 3811 N. Pacific Ave., Chicago, Ill. 60634. He especially wants to know when the line from Newbern, Ill., to Lockhaven, Ill., was abandoned.

Data about two long-defunct Vermont railways, the Bennington & Glastenbury and the Manchester, Dorset & Granville, are wanted by Carlton E. Slater, 17 Bronson Ave., Larchmont, N.Y. 10538.

Regarding towns with names derived from railroad operations, F. W. Brannan, Bremerton, Wash. 98314, wants to learn the origin of the names Locomotive Springs, Idaho, and Helper, Utah. (The latter was so named because it stands at the base of the famous Soldier Summit on the eastern side of Wasatch Mts., and the Denver & Rio Grande operated helper engines to assist trains up the steep grade. A 7½-page illustrated true tale by Harry K. McClintock in our Jan. '41 issue tells the story of Helper town.)

Panoramic view of Tehachapi Loop in days of steam power. Several pusher engines are visible at various places in train.
Southern Pacific photograph

ROUGH, TOUGH TEHACHAPI LOOP

by Ron Taylor

RAILROADING through the rugged Tehachapi Mountains hasn't changed much since 20 years ago, when the last of the 4-8-8-2 articulated Mallets, trailing smoke plumes, thundered cautiously up and down the 2.5 percent grades, except that modern diesel power has replaced the Southern Pacific's cab-aheads and the Santa Fe's great 4-8-4 and 4-8-2 types. To capture the "feel" of present-day operation and compare it with a nostalgic memory of the past, I headed for Bakersfield, Calif., the other day, to ride the head end of a 97-car freight.

Today, the SP and Santa Fe average 24 trains a day on the Tehachapi-Mojave Division, hauling 250 million pounds of freight over the "hill" that separates California's rich San Joaquin Valley from the bleak but color-filled Mojave Desert. Some roads have steeper grades or wriggle through higher mountains, but for pure cussedness few can match the rough, tough Tehachapi.

In the 32 miles of single-track operation by Central Traffic Control between Kern Junction, east of Bakersfield, and Tehachapi summit, the rails punch through eleven tunnels and seven deep cuts that were tunnels before a combination of earthquakes, fire, and manpower daylighted them, and there are 50 ten-degree curves and kinks. At the Walong (way'-long) Loop, the track describes a 360-degree turnaround, climbing a bald hill and crossing over itself at Tunnel 9.

This stretch of railroad has had a lot of adventure and excitement, and few stretches of kinky mainline have been treated more harshly by nature. At least 30 men have died in floods, earthquakes, and train wrecks along these tracks.

Bakersfield is at the extreme south end of the San Joaquin Valley. Mountains form a U shape to the south, to the west and east, blocking the flat and easy rail route south from San Francisco. Federal land grants required the SP to link San Francisco with Los Angeles and to make a tie with eastward roads at the Colorado River. Track crews found the south impossible, so they turned east from Bakersfield.

Division point for the SP and Santa Fe is Bakersfield, where both roads operate big yards and make up eastbound trains. To go south, you must head east, and the only set of tracks out of Bakersfield belongs to the SP. Rather than try to find an alternate route, the Santa Fe leases operating

Ron Taylor, 1835 Yale Lane, Visalia, Calif. 93277

Sante Fe train moves slowly along the secondary track of the wide curve just above Caliente, Calif., about to pass the train from which photo was taken.

rights over the summit. The CTC dispatcher on the Southern Pacific controls all the track and switching, and enough long sidings have been built to keep many trains moving when they meet.

THE SANTA FE road foreman of engines, A. K. Smellie, met me at the yards and took me up into the yardmaster's tower. There Roger Dalrymple was busy directing the train makeup and checking out the wheel report before feeding it into the Santa Fe's big computer in Topeka, Kansas. It was only 8:30 a.m., and we had a 9:45 call, so I had time to look through the shops, the big ice plant, and the service areas.

On the way out we passed the fuel dock, where our eight power units were getting their tanks filled. Those eight units (24,000 combined horsepower, with 764,000 pounds of tractive force) carry just over 25,000 gallons of fuel. Each unit consumes between eight and twelve gallons an hour, depending on size, pulling a full load at 16 miles an hour.

The Santa Fe ice plant produces 810 tons a day, and 20,000 tons are stored in the football-field-size ice warehouse. Mr. Smellie explained that in the 45 to 60 days during potato harvest season in Kern County, the road ices down and ships from 12,000 to 14,500 cars. Near the ice plant you can see the repair shops and enginehouse. All this has an air of the old days. It looks, smells, and feels like railroading, but somehow even today the lack of huff and puff of steam seems to leave a big hole in the atmosphere.

That hole is filled with the powerful rumble of idling diesels. At 9:40 a.m. Mr. Smellie and I walked back out across the yards, through the maze of track and switches. No. 916, the EMD 2,400-hp. head-end unit, was to lead our train slowly out onto the mainline, with engineer Bill Comstock at the controls—and don't call him a hogger, or you'll have a fight on your hands. That word *hogger* belongs to the Steam Age. Behind Comstock's 916 were four more units of power, and halfway back down the string of box and tank cars, three additional power units had been cut in.

Photograph by Ron Taylor

M.L. Fletcher, senior Santa Fe engineer on the Tehachapi run, climbs aboard.

As we swung up into the cab, Mr. Smellie said: "We have to add some pushing power in mid-train. If we try to *pull* over 3,600 tons from the head end, we start yanking couplers apart."

Bill Comstock is a capable young engineer. While he had the head of the train, he was actually operating a helper that was to be cut out after we reached the summit. The senior engineer on that run, M. L. Fletcher, started long ago by pushing steam through these mountains.

As the shops, stores, and city grade crossings dropped behind, we picked up a little speed. The cab was big but had few modern comforts other than an upside-down bottle of cool water and, in the nose of the engine, a toilet. Oldtime locomotives never had toilets. There were only three seats, one for the engineer and two for crewmen.

THE TRAIN slowly accelerated—we had nearly 6,000 tons loaded. Bill Comstock checked his gauges and tooted for a grade crossing. His brakeman, gazing intently ahead, yelled across the cab, "Green."

"Green," Comstock echoed.

Far up the track a signal showed CTC had us cleared. The first crewman to spot the signal yells its color, the other acknowledges the color. Both must know the track signal for the block they are on. Yellow means caution, of course. If the next signal is yellow, the third quite probably will be red.

"If you let your engine pass into that red block, even a single foot," Comstock told me, "you are either dead or fired."

The signals come from CTC. That complex electronic board is the key to moving so much traffic over the Tehachapi loop without bumping trains together. The CTC dispatcher is like the amateur railroader who has a big model layout—a single track with sidings—and who has six or seven trains running at once. But in CTC, its all for real. Passenger trains and millions of dollars in freight ride through on the right button-pushing. If the dispatcher is skillful, he can speed up or slow down trains so they will meet on one of the long sidings and both can keep moving.

It is all very efficient and safe. But sometimes terrible events occur in the mountains. One spring day in 1966 a long freight was coming west downgrade, much too fast. As it flashed by a sidetracked train, startled witnesses reported that the cars were rocking vi-

Passenger trains also use the Tehachapi Loop. Here's the famous Santa Fe *Super Chief* snaking its way downhill from the summit.

Photos on these two pages by Ron Taylor

olently and the train was probably going twice the 25-m.p.h. speed limit when it hurtled into a tight corner. The locomotive jumped the rails and boxcars piled in, tumbling over tank cars. Like a writhing, bucking snake, the train destroyed itself, killing both crewmen in the head end. No one seems certain about just what happened.

At Kern Junction we switched out onto the single-track mainline and began the long, straight, 2.5 percent climb. No fast speed was possible. From here on it would take four or five hours of tough pulling over the top, then braking down the back side into the little desert city of Mojave. We were still on the fringe of a rich farming area. This vast, empty land was silent except for the purring sound of diesel power, punctuated now and then by Comstock's jaunty toots for road crossings.

At length a sign of what the Tehachapi is really like came at Caliente. We had climbed the first 800 vertical feet almost in a straight line; now we hit a giant horseshoe curve to the right. From here the summit was 2,735 vertical feet above us and 16 air-miles to the east.

In 1874, this was the end of track. The people of Caliente had visions of great wealth in the belief that no train could ever cross the mountains. They thought that the Southern Pacific would have to switch to mule-team freighting over the "hump" and link back up with the track on the other side. But Caliente's dreams vanished. A bold young engineer named William Hood started shooting a track grade from the top down. Keeping to his 2.5 percent line, he almost miraculously turned 16 air-miles into 28 miles of track.

ORIGINALLY there were 18 tunnels. At Walong, Hood spotted a bald hill. By circling it and dropping the track under itself via Tunnel 9, he

descended 77 vertical feet over a very short distance. In 1875, woodburning engines began to huff and puff up the steep grade, stopping often for fuel and water. The mainline east, to Los Angeles, was open. But fire, earthquakes, and train wrecks made it a rugged chore for railroaders.

Tehachapi's worst disaster struck September 30, 1932. Rain had been driving hard, and flash floods cut the track. Two big freights were marooned deep in a canyon at Woodford, a tiny way station. There stood a siding village and, since the highway ran nearby, a service station in which stranded motorists were huddled. Some members of the train crew also were in there out of the rain.

Eight hours of heavy downpour had caused a tree to slide across a small canyon, and this gathered other debris into a dam. Tons of water backed up, until finally the weight was too much, and the dam gave way!

Later, witnesses pieced together fragmentary impressions of what had happened. They described a stupendous wall of water, maybe 45 feet high, slamming into Woodford, wiping out the little service station and tearing both trains apart. A huge Mallet was found partly submerged in mud about two miles downstream; another big locomotive, lost for days, was completely buried. No one knows for sure how many people were killed in that catastrophe, one reason for the uncertainty being that in those days freight trains often carried penniless hobos. The official death toll of 17 included A. H. Ross, a locomotive engineer from Bakersfield, and Harry Moore, a Los Angeles brakeman.

No visible evidence of this disaster is left today, but Mr. Smellie pointed toward Woodford, saying: "That's where they found the buried engine, and up there the service station stood."

From the Caliente horseshoe, where you can look across the wide turn and see the tail end of your train, crewmen get a fairly good chance to scrutinize all the wheels. Here the tracks cut back and up and wriggle through the dark, oak-covered hills, treading through tunnels. It's in and out and back in again. Tunnel 5 is 1,180 feet long. Tunnel 7 is 7,519 feet, and you close up tight for it, or get filled with diesel smoke. Sure, there is diesel smoke. Whom are you kidding?

This area is earthquake country. In 1952 a great quake hit the Tehachapi Loop, destroying the summit namesake town. Eleven people died in the collapse of buildings. The quake also caved in tunnels and slid mountains down over the tracks, closing the mainline for two weeks while the damage was being repaired.

THE TWISTED concrete remnants of one tunnel can still be seen in the bank beside the tracks. Up along these grades our train's diesels were working hard, and the crew was alert for signals.

Mr. Smellie shouted, "Yellow."

Both the engineer and brakeman yelled back the color. We were

Replenishing fuel supply at Santa Fe diesel service area, Bakersfield, Calif.

warned; and sure enough, the next signal was a double, red top and green bottom. We went into the siding and were given permission by radio-telephone to keep moving slowly.

Soon we met a Southern Pacific passenger streamliner coming down. As it roared by, the noise of its dynamic braking, reversing the electric traction motors, turning them into generators, made it sound as if the train were moving much faster.

Each power unit such as those we were using has six traction motors. Mr. Smellie explained that on some electric roads the electricity generated by this braking action was tapped, transmitted over the hill, and used to power upbound freights. He said Tehachapi power units dissipated this electrical energy through heat coils on the locomotive top.

We were popping in and out of tunnels again. In one short open stretch between two tunnels, a track crew had pulled its equipment out of the way and was waving as we thundered past. Up here, constant maintenance is needed, because trains chew up the soft rails in the struggle to get up and down the mountain.

"We use fairly soft rails," Mr. Smellie told me, "because we need friction. If the steel is too hard, our locos lose traction."

But even with constant checking and rechecking, accidents do happen. Most of those are minor derailments. About two years ago, three cars of an upbound mainline freight were derailed and kicked over into a sidetracked train, derailing it. Eight hours passed before the mainline was reopened.

The road foreman recalled having seen another derailment that nearly scared him to death. He was the engineer on the head end at that time, coming downgrade, when a hotbox developed somewhere back in the train. The red-hot wheel-bearing froze, the car jumped the rails, and the airbrake hoses uncoupled, setting up the emergency braking system.

At that moment Mr. Smellie's fireman looked back and yelled in terror: "For God's sake, don't stop! The boxcars were tumbling and climbing up over each other. The brakeman screamed, "They're coming in on top of us."

I think Mr. Smellie still shudders when he talks about that wreck. "I've never seen anything quite like it," he said. "There wasn't a thing we could do. We didn't get hurt, fortunately, but we must have aged a few years."

AS YOU ride a freight today, there is a lot of time for such stories. But when you get to the Walong Loop, all talk stops. It's fun just to watch. And, as if both railroads were planning a show for me, we met a Southern Pacific freight coming down while we were climbing through Tunnel 9. The SP's red-trimmed power units rumbled over the tunnel as we went through it; then we met again coming around the back side. We had the green and he had the red, but with permission to keep moving.

Now it looked like four trains, two over there and the other two on this side, each going a different way. As we finished the loop, I could look down on our caboose right below us, just going into the tunnel. How many readers have seen the cabooses of their own trains by merely glancing beneath them?

This was the highlight of my trip. The climb to the summit was just more kinky turns, meeting downbound freights and an occasional passenger consist. We stopped only once, for a meet. Then we dropped the extra power off at the summit in the town of Tehachapi, after which we hummed down the back side of the Sierras and out onto the mysteriously silent Mojave Desert. There, following an hour's layover, I turned around and redid the ride, this time in the cab of an SP freight diesel.

The work these days is certainly a lot easier. It used to take four engineers, four firemen, five brakemen, and a conductor to push one big freight over Tehachapi loop. The crews now consist of two engineers, one fireman, two brakemen, and a conductor, and they move more merchandise with less effort.

But when it comes to handling tonnage, the skills are still pretty much the same as they were in the Steam Age. To start, the engineer stretches out the slack, starting one car at a time, in effect. Figuring about eight inches of slack between each car, we had about two or three car-lengths of slack in the freights I rode. Bringing that much speed and weight to a halt takes a delicate gathering-in of the slack.

Broken couplers are scattered here and there along the right-of-way, mute testimony to troubles and danger. Even with the best hand on the throttle and the most expert use of sand and diesel power, this rough, tough, old mountain division can and does cause unforeseen problems. But that's what makes railroading.

An oldtime engineer on this division said: "We're practically never home. We're out workin' here till half past dark most days. We often put in seven days a week and don't know any better. You've just got to love this kind of thing, that's all."

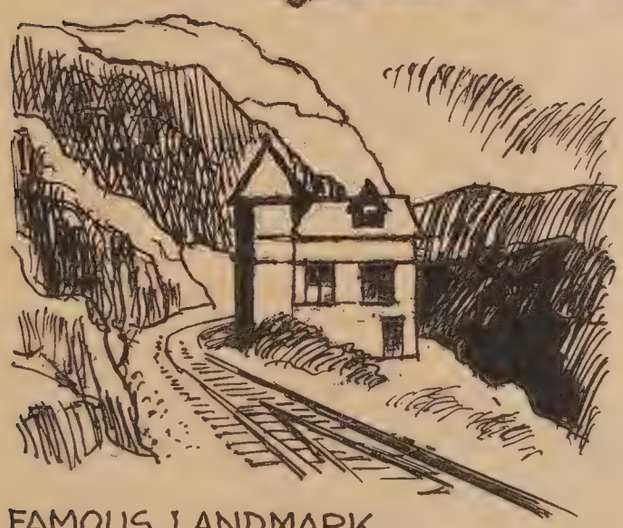
No, it's not done with mirrors, but with loops. Both ends of the same train may often be seen in the same picture at Tehachapi. (More photos on page 64.)

Photo by Paul Schuett, 14472 Davis Rd., Lodi, Calif. 95240

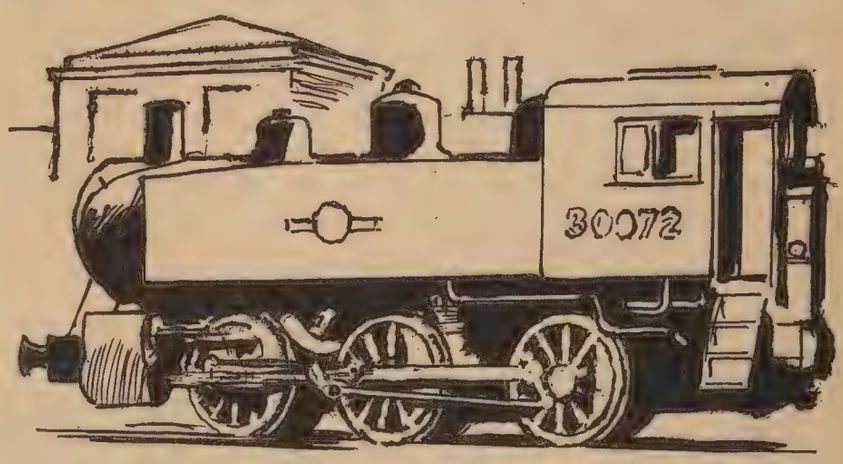
ALONG THE IRON PIKE

by Joe Easley

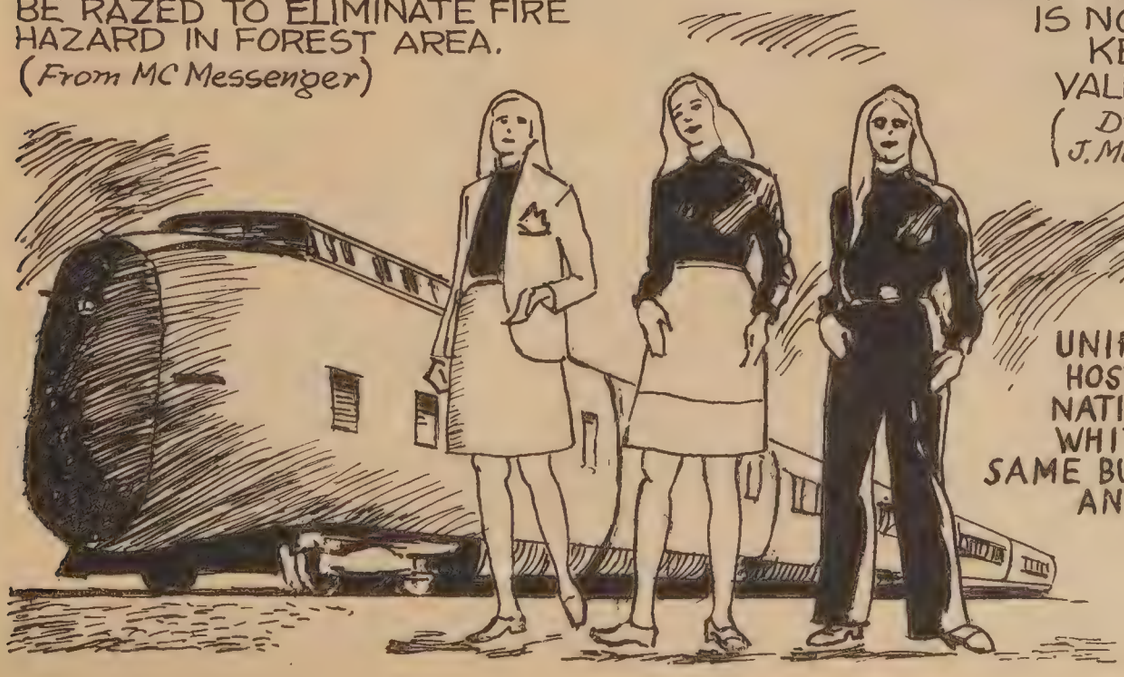
THREE ENGINES MET IN THIS WRECK ON NEW YORK CENTRAL'S WEST SHORE LINE NEAR MOHAWK, N.Y., AROUND 1900. WHO CAN SUPPLY DETAILS?
(From Wm. R. Gordon, Rochester, N.Y.)



FAMOUS LANDMARK, BUILT 1887 AT CRAWFORD NOTCH, N.H., BESIDE MAINE CENTRAL TRACK, WILL BE RAZED TO ELIMINATE FIRE HAZARD IN FOREST AREA.
(From MC Messenger)



AMERICAN-BUILT 0-6-0T, RETIRED BY BRITISH RAILWAYS, SAVED FROM SCRAP YARD, IS NOW RUNNING ON KEIGHLEY & WORTH VALLEY RY. IN ENGLAND.
(Drawn from photo by J. Morss, English railfan.)



UNIFORMS DESIGNED FOR HOSTESSES ON CANADIAN NATIONAL'S TURBOTRAINS: WHITE SUIT IN DAYTIME, SAME BUT WITHOUT JACKET AND AN APRON ADDED TO SERVE MEALS, AND NAVY TROUSERS FOR NIGHT RUNS.

STOCK EXTRA

by Mark Nichols

THE SIGN at the end of the little sun-bleached depot which said *Ranchland* couldn't have been more descriptive. Curly mesquite grass carpeted the plain, stretching unbroken far as the eye could see. To the east, a row of telegraph poles marched majestically away in diminishing perspective to the place where two glinting lines of rail disappeared in a pinpoint of shimmering heat waves. To the west, a long train of empty stock cars was stopped at the passing track switch, its engine smoke drifting lazily a hundred feet straight up.

Sprawling stock pens, built to accommodate cattle by the trainload, were inadequate for the 1600 whiteface cattle that milled in and around them under a choking pall of dust. Cowboys slowly circled the outer perimeter, their cow-ponies holding the herd under control while the train eased down as noiselessly as possible. The empty stock cars rolled to a stop with the barest chuckle of drawbars, the two head cars spotted expertly to the double loading chutes.

Back in the caboose, the youthful brakeman Cletus West glanced at conductor Jim Halloran, who was laboriously booking his cars. Halloran had spoken little since the train left Plains Junction. There, Cletus had misjudged the speed of a slowly-moving empty and failed to set a handbrake, as a result of which one pair of wheels climbed a derail. This had brought forth some lurid and picturesque speech from other members of the crew. Getting heavy frogs and re-railing a car was not a soothing occupation.

Conductor Halloran had abruptly asked Ed Phinney, the older brakeman, to exchange places with Cletus—"So I can keep an eye on this scissorbill," he had explained curtly. This was but a temporary blow to the exuberant Cletus. He had prided himself, not so secretly, on the speed with which he had taken his student trips, passed his examination, and had been assigned a run.

A while ago they were rolling by the small prairie station of Armadillo, from which a teen-age girl operator, her short skirt whipping up in the stock extra's backwash, waved cheerily at them. Clint surmised she didn't know that she was giving the trainmen a brief, tantalizing glimpse of pink flesh on her upper legs above the hosiery rims. But Halloran was not impressed. He didn't like women anyhow, especially young ones in railroad service.

"Too bad the Southwestern Pacific has to put up with the likes of that," he snorted. "Imagine a girl balling up orders, stopping trains, for no reason at all, and sleeping on the job! Why, that dumb kid at Armadillo can't even telegraph!"

He stamped derisively into the crummy, a man's world, slamming the door behind him. The new brakeman, who had secretly enjoyed the fleeting view of those legs, remained outside for a few minutes, listening to the rhythmic *clickety-clack* of car wheels under his feet.

Later, after Clete had gone inside, the conductor looked up from his worn leather-backed book, through a pair of old-fashioned, small-lensed spectacles. "Go up there to the stock pens," he ordered, "and if they are ready, tell 'em to start loading."

GLAD to escape the skipper's critical eye, even temporarily, Cletus West dropped from the caboose step

and walked toward the head end. The vision of that girl at Armadillo was still fresh in his mind and he wondered vaguely if and how he could arrange to meet her some day. Then his thoughts changed. He smiled faintly but without nostalgia as the familiar odor of stock cars brought memories of the years he had lived and worked on his uncle's ranch.

The youth knew that this was old Dan West's annual fall roundup and sale and he tried to imagine how his uncle was feeling now about his having left the ranch to get a railroad job. But if Mr. West was disappointed in his nephew's choice of a career, he did not show it as he gripped the lad's hand in his own horny one.

"Clete, my boy, I'm damned glad to see you," he said raising his voice above the din of bellowing cattle and shouting cowhands.

"And I'm glad you're here, Uncle Dan," said Clete, hooking his thumbs under the suspenders of his new overalls. "Your cattle will be in good hands and get a fast run this trip."

"Not," cut in a sarcastic voice at his elbow, "if he has to depend on any half-baked student brakeman for it."

The speaker was Cal Tucker, the engineer, fat and bulbous from long years of sitting in a jolting cab. He and the fireman had unloaded and come back from the 942 to share the excitement and the chuck-wagon dinner.

"Oh yeah?" flared Cletus. "Well, hog-head, when I give the signals, you move and we'll get there."

Shrugging his shoulders, Cal turned his attention to the Negro cook and the wagonload of pots, pans, and groceries. That chuck-wagon was on the windward side of the pens, out of the dust. The genial cook had a fire going and was crooning a spiritual, "When the Saints Go Marching in," caring little that his rich voice was lost in the bawling of separated cows and calves. The usual crowd of trainmen, section workers, cowhands, and prospective buyers lined the eight-inch plank that topped the high fence.

"Hey, look!" Ed Phinney called out guardedly, pointing to a green automobile that was heading toward them through the murk. "We might have known," he added.

The trainmaster and the division freight agent were coming. Their combined ages scarcely totaled that of conductor Halloran, but that wily old veteran made it a point to accord them the respect their positions commanded.

Long ago he had discovered that it took much less effort to avoid a harmless infraction of rules than it did to explain it later, especially by letter. Not that any of the office force could understand his semi-legible scrawls. "I believe he writes that way deliberately so we won't bother him with letters," one disgusted brass collar had been heard to remark.

As the two natty officials slid from the car, the business of loading stock was accelerated. Cal and his fireman hastily scrambled to the off side of the train and slunk back to their engine. The section crew flipped the bull-board into place and braced the chute gates, and the loading began.

BUT with most of the cowboys busy keeping under control the cattle outside the pens, there were not enough men to do the actual loading. Trainmaster Wellington paced up and down the platform by the chute, alternately looking at his watch and trying to hurry the proceedings.

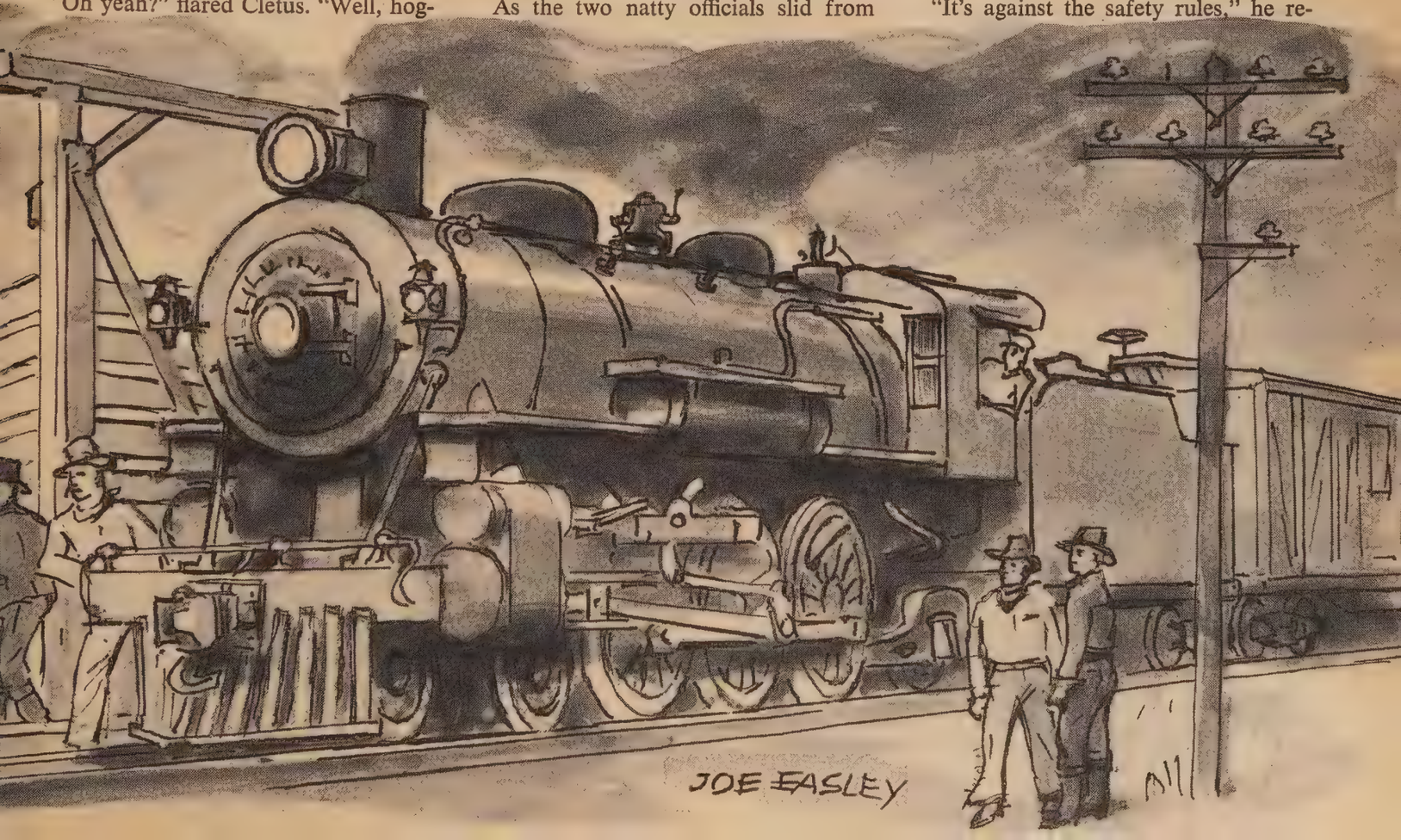
J. B. Bellingford, the traffic agent, mopped grime from his face. His job was to maintain harmony between short-tempered train crews and equally short-tempered shippers. He climbed down into the pens, prudently detoured a cluster of wild-eyed steers, and went over to where Dan West was counting cattle into the crowding pens.

"Well, Mr. West," he said in his best customer voice, "we plan on giving you a good run."

"You're makin' a helluva pore start," snapped the cattleman without looking around. "If some of yore men would git in here and help run 'em in, we'd git away before night."

This put the Southwestern Pacific's man on the spot, and J. B. mentally kicked himself for not having left well enough alone.

"It's against the safety rules," he re-



plied in a harried voice, "but I'll see what I can do," and he hurried over to the trainmaster.

Cletus West was close enough to overhear their argument. "Hey, boss," he broke in, "how about me hopping down there and shooing those Herefords up the chutes? Some guys don't think I'm capable of passing signals anyway."

Mr. Wellington didn't answer.

"Okay then," said Cletus loudly, "so I can't get in the pens."

But standing idly by in the face of action was alien to his nature. He began waving his arms and yelling from his perch atop the fence.

"Get along, dogies; let's go to town!" he urged.

Up front, engineer Cal Tucker saw the brakeman's uplifted arm. Mistaking it for a proceed signal, he eased open the throttle to spot two more cars. There was a splintering crash from chute gates and bull-board, followed by wild yells from the gandy dancers.

"Wotinell you trying to do?" screamed Wellington as he and Ed Phinney swung violent washouts.

The hogger brought his engine to a quick stop, piled out of the cab, and went storming back. Clete jerked around in dismay, sensing another boner. Then quick anger rose in him at the thought of a company rule keeping him on the fence in the first place.

"Well, what do you expect a man to do?" he said defiantly. "Twiddle my thumbs while those guys are down there sweating their guts out loading the stock?"

"Look here, West," the trainmaster barked, "if you aim to keep working for the Southwestern Pacific, you will obey its rules."

"Send him back to the crummy before he gets someone hurt," snapped the hogger.

Old Man West pounded his long cane on the fence. "Men," he announced, "Cletus is my nephew. He was raised on my ranch and has worked cattle most of his life. If you are afraid he'll git hurt and cost yore railroad money, forget it."

This was news to his listeners. Trainmaster Wellington hesitated. The agent was torn between the stern dictates of company rules and a desire to hold the goodwill of this important customer. Conductor Halloran, aware that a superior was doing the ordering, wisely kept quiet.

At length the trainmaster spoke. "Well, in that case—"

But Cletus had already vaulted lightly down. "I'll help you load 'em, Uncle Dan," he said, "and if they don't like it they can go to hell and get another brakeman."

IGNORING this thrust, the officials went over to the gates. Soon the section foreman and his crew had the damage patched up and the loading again got under way. Cletus showed that his knowledge of cattle exceeded that of railroading. Instead of rushing a bunch of cattle into a jammed mass at the gate, he kept a thin stream of them moving steadily up the chute.

His uncle, noting this, shook his head regretfully. The kid had always been crazy to work on the railroad, ever since he was big enough to watch the long freights rumble by the ranch, their long plumes of smoke visible for miles across the plains.

At one o'clock the cook yelled: "Ev'body come an' git it!" And with one accord the men headed for the chuck-wagon. Cal and his fireman, with an eye peeled for this high sign, lost no time in getting over there.

Brown beans cooked in an open pot and pans of fluffy biscuits done to a golden brown topped the bill of fare. Scrambled eggs by the dozen and home-cured bacon caused the crew to drool expectantly.

"Man, let me at 'em!" yelped Cal, loosening his already tight overalls.

The Negro grinned. "Every fella git a plate an' gather round here."

By mid-afternoon the last car was loaded and the Mexicans shoved the chute gates back on their safety catches. Cletus West, hoping he had at least partially restored his standing, asked the conductor: "How about me taking the head end, cap?"

"No," snapped Halloran. "I'm not running any more risks on your bonehead plays getting us all in trouble." At Cletus's crestfallen look, he added a little more kindly: "Not while the boss is around, anyway. You go back to the caboose; we'll handle this." And to Phinney: "Take 'er out on the main and back up to the depot. I'm going after the waybills."

Cletus obeyed. His mingled feeling of anger and embarrassment was heightened by his uncle's presence. As was his usual practice, the old rancher would accompany his cattle to market. The agent met them with a handful of waybills and running orders to Olden. Halloran handed Cletus a set of orders and took another set to the head end.

As Dan West climbed aboard the caboose, he folded his livestock contract, which was also his ticket to ride the extra.

"Well, Clete, you still prefer the railroad to the ranch?" he asked.

Cletus was slow in answering. "I'm not sure yet, uncle."

Mr. West shifted uncomfortably. "Don't let a mistake or so git yore nerve, son. If some of these oldtimers would break down an' talk, you'd hear of blunders that wrecked trains and maybe put someone in his grave."

"Uncle Dan," Clete stated gaily, "You're just afraid I might come back and ask you for a job."

This seemed to pain the old cowman. "Listen, son," he said, "any time you come back to the ranch, you take over as foreman an' welcome. But I don't want you back if your heart an' mind are some place else."

THE TRAIN jerked into motion and conductor Halloran swung aboard, waving a highball. Cletus fished out the orders. One gave his extra a meet with an extra west at Bison. The stock train was hot and DS allowed it right over everything else except Number 41, the passenger train, into the Olden terminal. Efforts would be made to get the stock train every mile possible toward its destination before the cattle would have to be unloaded for feed, water and rest, under the 36-hour law.

The high-wheeled engine, 942, was stepping along at passenger-train speed. Cletus climbed into the cupola and got out his timetable and rulebook, both thumbed and dirty from faithful study, while his uncle stretched out on a bunk. Soon the rocking, swaying motion of the caboose had the old rancher sound asleep. Clete looked at the tired man and smiled affectionately.

"They don't come any finer than you, old boy," he muttered. "Maybe I should go back to the ranch."

He thought of the girl at Armadillo. Maybe they'd meet some day and get married, and he wondered how a railroad station operator would feel about being the wife of a ranch foreman. All that was silly. He didn't know anything at all about the girl; he was letting himself build daydreams on a brief glimpse of bare flesh on a pair of thighs.

With the resiliency of youth, his mind soon returned to the job at hand. Cal really was going to town. His long-drawn-out crossing blasts came floating back with the regularity of clock-

work. Far down the track, Cletus saw the double arms of a station semaphore in rigid stop position, then white steam spewing from the 942's whistle, followed an instant later by the single long wailing call for the station.

Halloran called to Cletus: "Get outside and see if the operator has anything for us, and it's an order, don't miss the hoop."

The young shack left the cupola before the conductor finished speaking. He leaned out just in time to see the fireman reach from the cab and gracefully swoop in the small wooden hoop without bothering to get down in the gangway. Instantly Cletus raised his arm. Before he had time to worry, there came a sharp rap on the muscle of his arm. The hoop was dangling in the air, safely speared. He had a blurred glimpse of a white-haired man standing by the trackside.

"I got 'er, cap" he shouted exultantly, taking the hoop and order to the conductor.

Halloran burst into a laugh. "Haw, haw! Look!" He pointed back through the open door. The agent was stamping around and shaking a clenched fist at the fast disappearing crummy.

"You kept old Crawford's hoop. He has only two. No, don't throw it off now. Too far away. We'll send it back to him."

"It seems I can't do anything right," Cletus said bitterly. "I have almost memorized that rulebook, but so far it hasn't told me how to do a thing I have done."

"You study that book," said Halloran good-humoredly, "say your prayers, and shine your brakeman's badge every night, and maybe you'll make it."

At least he has thawed out somewhat, thought Cletus glumly, unfolding his copy of the order, which read: "Extra 942 East meet Extra 1268 West at Wideview instead of Bison." They were making even better time than the dispatcher had figured and he was moving the meet up one station.

NEAR Wideview, they could see the 1268 heading in for them. Engine 942 was running so fast that Cal Tucker cut her off and drifted in, to avoid stopping completely.

Clete went outside and watched the slow-moving drag clank by in the siding. The head brakeman on 1268 was standing in the gangway. When he saw Clete he lifted a hand to his nose in a familiar but misunderstood gesture.

The new brakeman instantly snapped both hands to his nose, at what he took for an insult. He thought no more about the matter until they were heading out past the switch, the stock extra gathering speed with every turn of the wheel.

Suddenly Halloran sniffed like a bird dog coming to point. "Hotbox," he said, and headed for the door. "Swing a stop sign from that side," he instructed Clete. "I'll try to catch the hogger's eye from this side."

But the engine crew, safely past the meeting point and opening up for full speed to the next station, failed to look back.

"Helluva note!" grumbled Halloran. He stepped inside and reached for the "monkey's tail." Easing the air little by little to avoid a break-in-two, he slowed the train down until Cal felt the drag and applied the brakes from the engine.

"Now I wonder why the extra west didn't signal us," growled Halloran. "It was on their side."

"What is a hotbox signal?" asked Cletus innocently.

"Finger to nose—this way."

"Oh," said Clete faintly.

After rebrassing the box, they were off again, Cal eager to make up the forty minutes' lost time. At the next open station they picked up a message to get five more cars of cattle at Cottonwood.

The skipper consulted his watch. "We'll head in at Cottonwood for Number 41," he said, "and probably be stuck there long enough to go eat, anyway."

It was almost sundown when they slowed for the Cottonwood switch. The head brakeman swung nimbly down and made a dash for the switch. Fishing out his key by its long leather thong, he inserted it in the lock, yanked the switch around, and slammed it down, motioning for the hogger to go into the siding.

"When we get in the clear, you close the switch, while I go on and get the bills on the stock," Halloran ordered.

The student climbed back onto the caboose. Mr. West had awakened and was standing in the doorway. The old rancher looked around to see where they were, and then at his watch. He whistled.

"Say, you boys are good as yore word. I've had a good run, so far."

As the train stopped in the clear, the head brakeman cut off and went to pick up the five cars of cattle.

"Aw, hell, uncle," Clete said, "I was just popping off before those other guys. I don't think I've done anything right yet. I am still considering that foreman's job."

Mr. West had his jack-knife out, trimming a maize stalk, and he squinted along the whittled edge. "You are needed worse here," he said slowly.

CLETUS suddenly felt uneasy. "I wonder if I locked that daggoned switch in place," he murmured.

They both looked back. The switch target was lined with the main stem, as it should be.

"You just left it, Clete," said his uncle. "Can't you remember?"

"Aw, I think I did. Just not sure. Anyway, it's in place. Couldn't hurt anything if it wasn't locked." He settled back into his seat.

"A man can't be too careful on yore job," Mr. West admonished.

The matter of the switch loomed more important now. Cletus stirred uncomfortably.

"What is it, son?"

"That damn switch! Better go see, to get it off my mind."

His uncle grinned. Cletus was on his way back to the caboose when he saw Number 41 leaving the station, half a mile up the track. The staccato barks of her exhaust rose in crescendo as she swept by.

Without undue excitement, he noticed the two green flags fluttering at her marker holders. Being new, he was not surprised. But to any old head it was an unheard-of event for stubby little 41 to be carrying the Irish.

When the slack went out with a jerk and the train started rolling forward, he stepped down on the caboose step, a puzzled frown creasing his brow. The siding was long and the train picked up to about fifteen miles per hour, heading for the mainline switch.

Cletus hooked an arm through the grab-iron for support and fumbled hastily in his hip pocket for the rulebook. There it was: a scheduled train carrying green signals designated one or more sections following. He dropped the book back into his pocket and looked up front again. When he saw Ed Phinney drop off and start toward the switch at a lope, he decided quickly. He swung hard on the monkey's tail and held it down. The jolt of the sudden stop threw Dan West up against a bunk. He looked dubiously at Cletus.

"Wait here, uncle," Cletus said quickly, hurrying outside and striding toward the engine.

HE ARRIVED at the head end to find a belligerent semicircle of trainmen waiting for him.

"Now, what the hell have you done?" Halloran demanded coldly.

"I pulled the air—" Cletus began.

"Ah, I see," the hogger cut in with exaggerated calm. "We thought you poked a stick under a wheel and stopped the train."

He was nervously drumming his fingers on the tender.

Cletus tried again. "The passenger train, Number 41, was carrying signals —green ones."

Phinney exclaimed: "Oh-ho! So ole 41 has gone to runnin' in sections, eh?" He added his sarcasm to that of the other men.

"Say," interrupted the fireman, "come to think of it, I believe 41 did have flags."

They turned to him in blank surprise. Before anyone could speak, a long, deep-throated whistle split the twilight air. They recognized the hoarse tone of a passenger engine. The track curved from view around some buildings at the edge of town. A moment later the passenger train rounded this curve, running fast. The engineer had barely slacked his pace for the station.

Dust whipped into the open mouths of the stock extra's crew. Then only little air pockets swirled and sucked around them. The mainliner was heading out of town, its black smoke rolling now.

For a long minute no one said a word. Cal's fingers beat a slow tattoo on the tender. The evening air was pleasantly cool, but little beads of sweat dotted his brow. Halloran looked from one white face to another, started to speak and then clamped his jaw shut.

At length Ed Phinney recovered enough to turn on Cletus. "Fella," he said in a falsetto voice, "why didn't you flag us down? Don't you know that pullin' the air like that you're liable to get a drawhead? I should think that even a new brakeman—"

"I think," Halloran interrupted in an icy voice, "we'd better put a brakeman on the head end who belongs there. One who's on the job."

"Cletus," said the skipper, "will you go and open the switch now so we can get goin'?"

These were the kindest words anyone had ever heard the garrulous old conductor utter.

"Okay, cap," came Clete's cheerful reply, "but ain't we gonna eat here?"

The men looked uncomfortably at one another and then back to Halloran.

"I don't b'lieve," Cal Tucker said weakly, "anyone is hungry right now—unless it is you," he added as an afterthought. "Let's wait until we tie up, and then I'll treat you to the best meal you've had since you left the ranch."

"Fine!" agreed Clete.

He started off at a trot for the switch, his feet tripping lightly over the cinders. For some crazy reason, he thought again of the waving operator at Armadillo, but this time not in terms of her being a ranch foreman's wife. That girl is a railroader, he told himself proudly, and so am I, from here on out. ●

Collection of John W. Papp, 58 Woodlawn St., Schenectady, N.Y. 12306

Made from old glass negative, print shows last horsecar in Schenectady, N.Y. about to start on final trip from Mohawk Bridge to Brandywine Avenue on July 2, 1891. Electric trolley cars then took over. (See photo of carbarn on page 44.)

STEVE MAGUIRE'S

TRANSIT TOPICS

First of Long Island Rail Road's new Budd-built "Metropolitan" m-u commuter cars was photographed at Hempstead, N.Y. last November. Cars were displayed to public at various places around election time to help win approval for a large bond issue.

J.P. Krzenski,
144 Hawthorne Ave.,
East Islip, N.Y. 11730

A SOLUTION may have been found to the $146 million deficit of the rapid transit system now being built in the San Francisco area. We learn from Ralph Kerchum, 4350 Bridgeview Dr., Oakland, Calif., that Gov. Ronald Reagan and the Bay Area Rapid Transit District directors will try to push a half-cent sales tax through the Legislature to meet BARTs huge deficit.

Steve Maguire

After conferring with BART directors, Reagan said: "This administration will actively support a sales tax proposal during the forthcoming regular legislative session . . . The three BART directors have assured me that we will have the firm backing of the BART board."

The tax would be in effect for about 4½ years and be levied only in Alameda, Contra Costa and San Francisco counties. Reagan explained that an increase in Bay Bridge tolls was out of the question because it would require long-term bonding.

Meanwhile, the U.S. Department of Transportation has conditionally granted $28 million to BART for the purchase of 125 new cars. The condition is that BART buy at the same time with non-Federal funds, the rest of 250 cars needed to complete the basic 75-mile system. This grant brings up to $80 million the total Federal sum for the project. Over $25 million also has been given to San Francisco and surrounding towns as capital improvement grants tied in with construction of the new line.

BART took a lashing recently in letters sent to public officials by Robert J. Swan, Box 1866, Long Beach, Calif. 90801. This man, you may remember, is a rapid transit enthusiast who fought vigorously a few years ago for retention of the Pacific Electric Long Beach interurban line out of Los Angeles. More recently, he has assailed BART engineers who chose wide gage for the tracks now being laid, which he contends is a backward step in railroad building. Many years before, a single standard gage had been agreed upon. According to Swan, the BART engineers' decision will prevent other railroad trains from operating on their system in future years, thus blocking the eventual expansion of Pacific Coast rapid transit beyond the limits of the new transit network.

Regarding rapid transit bonds for Los Angeles, which were voted down in the last election, Swan says he campaigned against the plan because it would have required $50 million per mile (including interest) for the new line, this being the "simple" solution proposed by engineers and seconded by L.A. transit authorities.

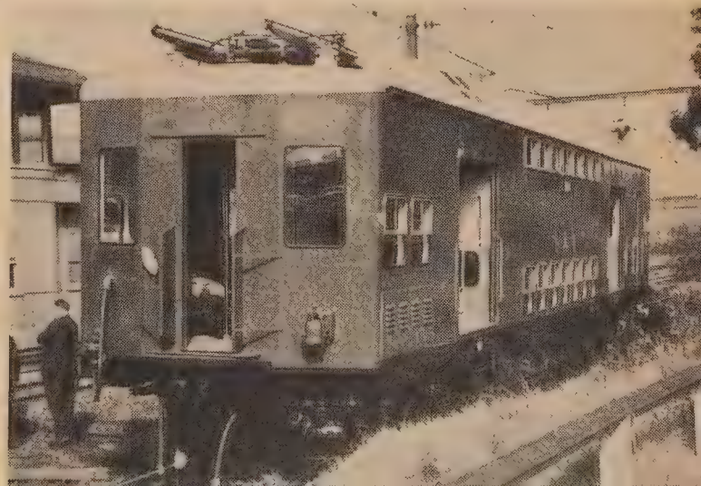
COMPLETION of the Port Authority Transit line from Lindenwold, N.J. into Philadelphia, Pa., took place in February, when the service over the new 15-mile route was extended from Camden into the terminal in Philadelphia.

As we had mentioned, first public operation took place on January 4th, when trains began running as far as Camden. The connecting line into Philadelphia over the Benjamin Franklin Bridge, across which PATCO trains now run, was built by the Delaware River Port Authority, parent organization of PATCO, in 1936, and required a month for new trackwork and signals so the new trains could use the route into the Philadelphia subway.

The new service will drastically supplant existing bus service along parallel highways, since it takes only one-quarter

Electric Traction magazine, Box 1017, GPO, Sydney, N.S.W. 2001, Australia

Double-deck multiple-unit cars have been placed in service on Australia's New South Wales Rys. to serve suburbs of Sydney.



of the time of the bus trip into Philadelphia. This is the first new rapid transit line opened in New Jersey since the Newark trolley subway was built in 1937 and extended for a mile or so to Franklin Avenue in 1940.

LOSS of the contract to carry mail over its line is deplored by James B. McCahey, president of the Chicago South Shore & South Bend, who says the Post Office Department had assured him that the railroad's service and operation were satisfactory. That contract, he laments, "meant a great deal to us in better utilization of our equipment, and it helped our stockholders slightly in subsidizing our passenger service."

Aside from that, the CSS&SB is involved in a dispute with the Indiana Dunes National Lakeshore, which Congress created in 1966 to preserve for public recreation much land on Indiana's northern shore, through which the railroad operates. This area is considerably larger than Dunes State Park, which it will also encompass.

According to Steve Scalzo, 12845 S. Hoyne Ave., Blue Island, Ill. 60406, the South Shore line has been seeking land near the town of Dune Acres to build a 50-acre freight yard inside the boundaries of the new Lakeshore area. The railroad offers to spend $50,000 for replacement land to add to the park and would cut down on the new land it needs by building a long, narrow, diesel-operated freight facility. However, Park authorities contend that some time ago the line offered to buy new acreage elsewhere for $250,000 and is not following that agreement.

AFTERMATH of the tragic cable-car runaway in San Francisco last year is a grand jury recommendation that experts be hired to work out a safer braking system. Today's system dates back to the cars' early days. Another recommendation is that the car gripmen be made into an elite corps with special training, premium pay, and a distinctive uniform. The jury also urged that the "present deplorable state" of the Municipal Railway be modernized, with higher fares to offset the annual $18 million deficit, and that trolley coaches be abandoned.

Delaware River Port Authority car 1013 is one of two converted to work cars for the new rapid transit line between Lindenwold, N.J., and Philadelphia, Pa. It is shown in new shops last November 24th awaiting conversion. The other cars of this series, built in 1936 and notable for their luxurious interiors, may be transferred to Philadelphia's Broad Street subway. At right, a new car for the Lindenwold line. (Full view of one appeared in our February issue.)

Photograph by Stephen D. Maguire

ONE NIGHT recently in San Francisco, four armed men held up a streetcar in Duboce Street tunnel and forced its 31 passengers to surrender their money and valuables.

Two of the bandits had boarded a car at Church and Duboce Streets. Carrying shopping bags and wearing sunglasses and knit caps, they seated themselves at the rear. At the next stop, two more boarded, wearing fatigue jackets and sunglasses. One pulled a gun on streetcar operator Joe Leduff and ordered him to continue into the tunnel.

Midway through the tunnel, the same gunman, who appeared to be the leader, commanded Leduff to stop. The other three brandished pistols and told the passengers to turn over their cash and valuables.

"Keep cool," shouted the leader, "and nobody will get hurt."

After grabbing the loot, the bandits forced Leduff to drive out of the tunnel, then they fled on foot. This news comes from Maj. Dennis A. Cavagnaro, U.S.M.C., and Stan Borden of San Francisco.

Postscript: San Francisco streetcar operators no longer carry change; passengers must put exact fares into coin boxes. This rule was adopted last year after a series of transit robberies. We would like to see it applied to all trolleys and buses which do not use tokens. Many large companies have adopted it. Besides reducing the amount of loot available to gunmen, it saves time and eases the driver's work. Prospective passengers can get advance supplies of dimes or quarters.

This procedure has long been followed regularly by intelligent transit riders everywhere, even for vehicles where it is not required, in order to speed up the loading, which can be very time-consuming.

Schenectady, N.Y., horsecar barn on Brandywine Ave. between State and Albany Streets in 1888.

Collection of John Papp,
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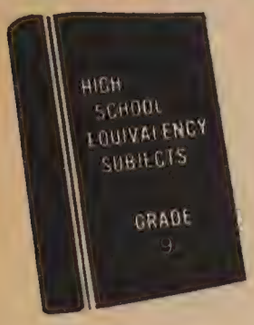

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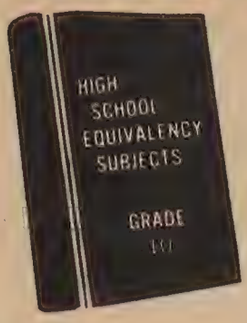

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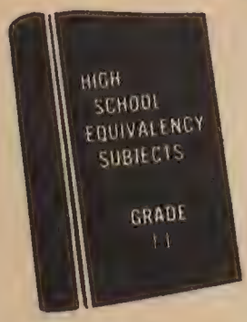

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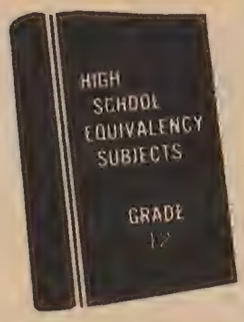

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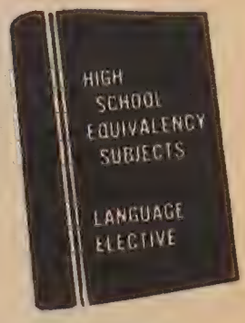

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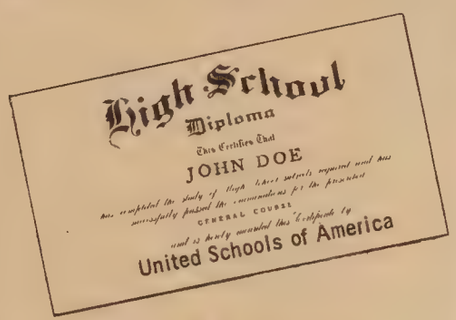

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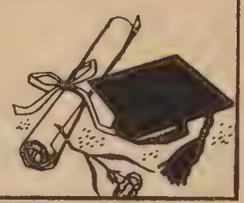

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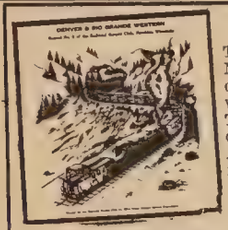

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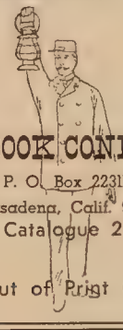

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Photograph by William E. Wood

LISTING of trolley and interurban lines in North America in our February issue omitted one Toronto Transit Commission line, writes David L. Tooke, 144 Kinsey Ave., Kenmore, N.Y. 14217. He is right; the Rogers Road line was missed, although it had been included in the list prepared for us by John Bromley of Scarborough, Ont., Canada. Rogers Road trolleys are marked "Rogers Bicknell" westbound and "Rogers St. Clair" eastbound. During rush hours, the cars are routed down St. Clair to the loop at Yonge Street subway.

New Electric Publications

The Street Railway Era in Seattle, **by Leslie Blanchard, 152 pages, 8½x11", with soft cover binding, published by Dr. Harold E. Cox, 80 Virginia Ter., Forty Fort, Pa. 18704, sells at $4.50. The author presents detailed records of Seattle (Wash.) trolley systems with the help of C. Lawton Gowey, who had preserved such records and made them available.**

The text was so substantial that Leslie couldn't find any Seattle group to assist in publishing the work but Dr. Cox agreed to edit and publish the story, including photographs, rosters, maps, and drawings. The result is a fine history dating back to 1884 and covering the early years of horsecars and cables. The Seattle system came under municipal control in 1919 and ran trolleys until 1941. It operated a large group of old, variously-remodeled cars that would have been replaced long before by almost any other system. Its cable cars functioned until 1940, longer than any other U.S. cable line except San Francisco's. Many good photos are shown, although some were not reproduced well in the first printing. Dr. Cox promises improvement in the next printing. Also included in the book is the story of the Seattle, Renton & Southern suburban line that ran out of the big city until 1937.

Two small but worthwhile periodicals have come to our attention, *Transport Central* and *Rapid Transit Forum*. The former is a bulletin of 4 to 6 pages. With 50 issues a year, published for the past nearly two years at 416 N. State St., Chicago, Ill. 60610, it runs news of rapid transit rail lines, some bus and airplane notes, and sells at $6 a year. *Rapid Transit Forum* is issued 4 times a year as bulletins of about 20 pages each by students of the City College of New York's Committee for Better Rapid Transit, 133rd St. and Convent Ave., New York, N.Y. 10031. Devoted mainly to rail transit in the New York area, it carries comments, editorials, and some fine drawings.

Sets of 4 picture postcards of the museum's equipment at 5¢ per card or 6 cards for 25¢ (plus 6¢ postage) are available from Mrs. P.M. Parker, Magee Transportation Museum, Bloomsburg, Pa. 17815. They show an open car, a horsecar, a sweeper, and the body of Lehigh Valley Transit 801, all in color.

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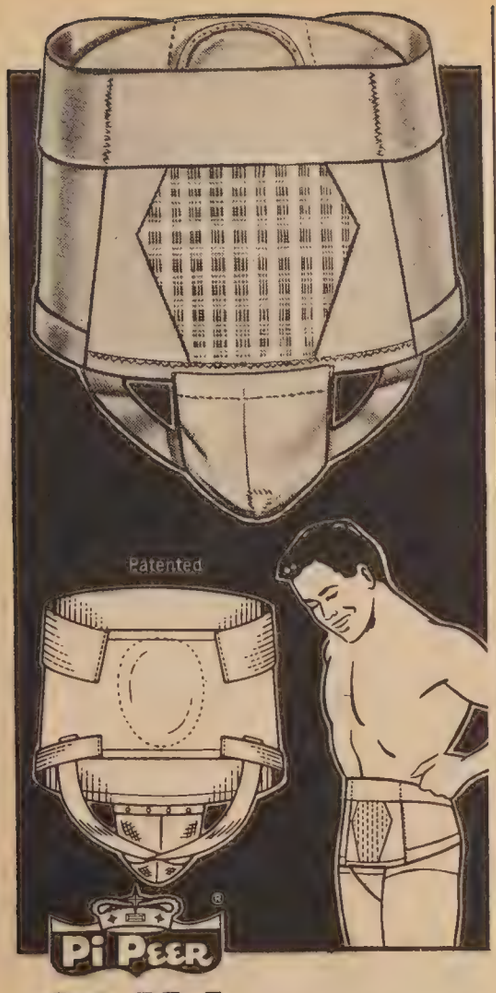

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BOOKS OF THE RAILS

MEXICAN NARROW GAUGE, by Gerald M. Best, 180 pages, 8½x11½", hard covers, illustrated; Howell-North Books, $7.50.

Here is a definitive work on lines which have been a stronghold of steam through recent times and have engendered much interest among railroad buffs. The author is well-known for his popular histories of Western and Southwestern railroading; this new book measures up to the standards set by his previous works. He covers all Mexican narrow-gauge lines with capsule histories and descriptions and copious illustrations. Rosters, maps, and an index make the book even more useful. A fine choice of photographs and type, well printed on good paper.

THE NORTHERN PACIFIC: *Main Street of the Northwest*, a pictorial history by Charles R. Wood, 208 pages, 8x11", hard covers, illustrated; Superior Publishing Co., $13.95.

Combining some text and a good many pictures, this is a survey of the NP from its inception down through the late years of steam operation. Some diesel views are also included. Here are numerous rare old photographs from the 1870's, taken during construction and after service had begun. The large, heavy steam locos for which NP was known up to mid-20th century also are well represented. Equipment of the intermediate era gets equally good treatment. The text is concise and detailed, though there is neither index nor bibliography. Pictures are well chosen; printing is fairly good. Reproductions of an 1887 map and some other oldtime NP literature add to the interest.

LOCOMOTIVE 4501, by David P. Morgan, 127 pages, 11x8½", hard covers, illustrated; Kalmbach Publishing Co., $7.95. (Not available from *Railroad Magazine* Book Service.)

So inspired by the events resulting in the preservation of the Southern Railway's first 2-8-2 was *Trains* editor David P. Morgan that he felt the drama was worthy of a book. The result is a highly subjective, personal, even emotional "biography" of the 1911 Baldwin which served SR as a freight engine until dieselization, which avoided the scrapper's torch by being sold to the Kentucky & Tennessee, and which survived there long enough so that steam buff Paul Merriman could buy it. *(Continued on page 50)*

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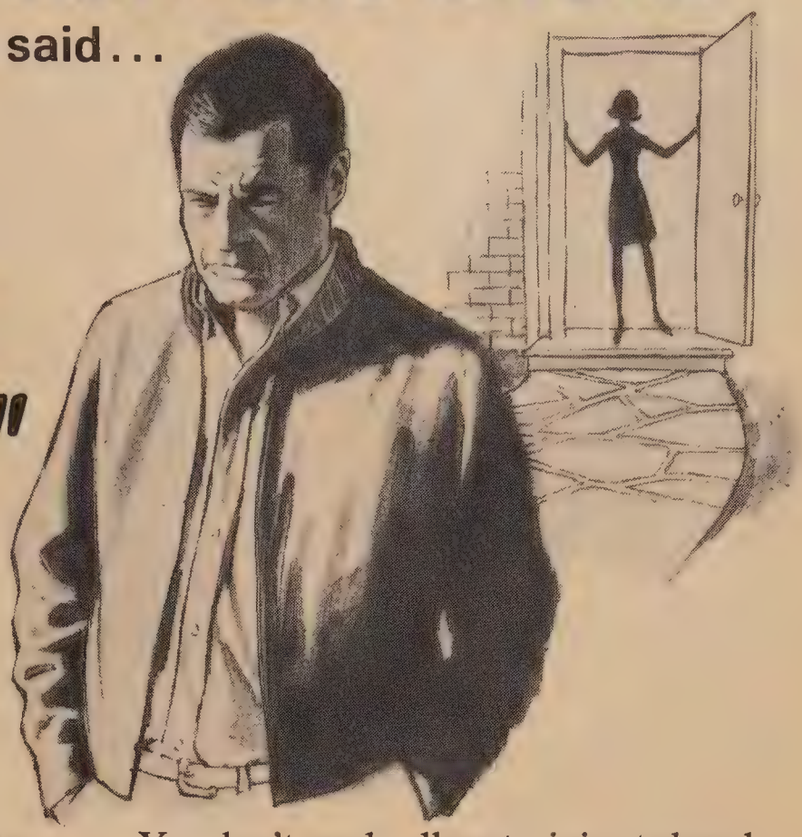

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What happened after that forms the major part of the story: persuading a Southern management reluctant to recall its steam heritage to handle the engine; renovation by the Tennessee Valley Railroad Museum; advent of a more benevolent SR management under W. Graham Claytor, Jr.; and triumphant excursion service in SR territory, presenting the image of steam locomotion to a generation coming of age too late to recall it. Here, indeed, is a story of suspense, drama, frustration, and success. It makes captivating reading. Reproduction of photos is superior to many books we have seen lately, and the selection is both artistic and documentary.

ALL THE LIVELONG DAY, by Celestine N. Evans, 152 pages, 5½x8″, hard covers, five illustrations; Vantage Press, $3.75.

This is a nostalgic reminiscence of small-town, branch-line railroad family life in the Midwest of the 1900's-40's.

THE FUN AND WORK OF RAILROADING, by Nicholas V. Murphy, 94 pages, 5½x8½″, hard covers, illustrated with a few drawings; Dorrance & Co., $3.

Autobiographical narrative of one man's career as a fireman and an engineer in the days of heavy mainline steam. True to the title, the good side of such a living is portrayed along with the tough work it involved. There are many anecdotes from his experience.

MUNCY VALLEY LIFELINE, by Thomas T. Taber, III, 76 pages, 6x10″, paper covers, illustrated. Muncy Historical Society, Box 11, Muncy, Pa. 17756, $2. (Not available from *Railroad Magazine* Book Service.)

Two long-abandoned Pennsylvania shortlines here receive their due in a concise and interesting historical account: the standard-gage Williamsport & North Branch and its narrow-gage subsidiary, the Eagles Mere RR. A locomotive roster, maps, and many old photographs complement the well-organized text, nicely printed on slick paper. These lines operated both conventional and geared locos in freight and passenger service, and now find their places in the annals of American railroading via this book.

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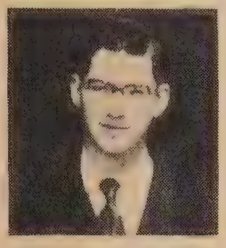

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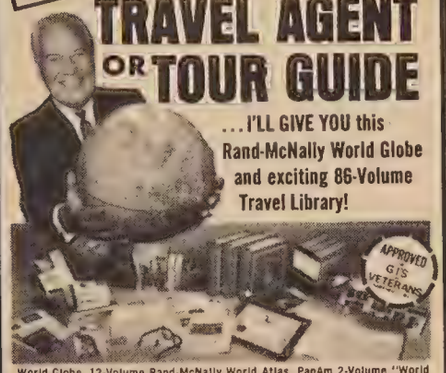

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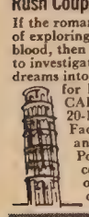

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Locomotive Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
EF-4 (electric)	300-310(2nd)	3300	GE	.....	C-C	99,420	397,680	1956-7	16
EP-5 (electric)	370-379	4000	GE	.....	C-C	87,625	350,500	1955	
DER-2a	0400-0423	1500	Alco-GE	FA-1	B-B	60,150	240,600	1947	1, 18, 20
DER-2a	0424-0429	1500	Alco-GE	FA-1	B-B	60,150	240,600	1947	1, 18, 20
DER-2b	0450-0459	1500	Alco-GE	FB-1	B-B	59,100	236,400	1947	2, 18, 20
DER-2b	0460-0464	1500	Alco-GE	FB-1	B-B	59,100	236,400	1951	
DER-2c	465-469	1600	Alco-GE	FB-2	B-B	60,900	243,600	1947	18, 20
DERS-2b	0500-0509	1500	Alco-GE	RS-2	B-B	61,250	245,000	1948	18, 20
DERS-2b	0510-0516	1500	Alco-GE	RS-2	B-B	61,250	245,000	1950	4
DERS-2c	517-536	1600	Alco-GE	RS-3	B-B	62,150	248,600	1951	4
DERS-2c	537-544	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
DERS-2c	545-546	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	
DERS-2c	547-561	1600	Alco-GE	RS-3	B-B	61,650	246,600	1952	4
DERS-3	590-594	1600	FM	H16-44	B-B	63,250	253,000	1950	5, 6
DERS-3	595	1600	FM	H16-44	B-B	63,250	253,000	1950	5
DERS-3	596-599	1600	FM	H16-44	B-B	63,250	253,000	1950	5, 6
DEY-5	0600-0603	1000	Alco-GE	S2	B-B	57,500	230,000	1943	6
DEY-5	0604-0608	1000	Alco-GE	S2	B-B	57,500	230,000	1944	6
DEY-5	0609-0619	1000	Alco-GE	S2	B-B	57,500	230,000	1944	6
DEY-5	0620-0621	1000	Alco-GE	S2	B-B	57,500	230,000	1944	6
DEY-6	630-639	1200	LH	Yd. Sw.	B-B	61,250	245,000	1950	6
DEY-7	640-659	1200	GM-EMD	SW1200	B-B	61,425	245,700	1956	
DERS-1b	0660-0669	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	6
DERS-1b	0670-0671	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	6
DER-1a	0700-0709	2000	Alco-GE	PA-1	A1A-A1A	58,750	352,700	1941-2	6
DER-1b	0710-0719	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1942	6
DER-1b	0720-0729	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1944	6
DER-1b	0730-0744	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1945	6
DER-1b	0745-0749	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1945	6
DER-1c	0750-0759	2000	Alco-GE	PA-1	A1A-A1A	59,500	357,500	1945	6
DER-3a	0760-0769	2000	Alco-GE	PA-2	A1A-A1A	51,750	307,500	1948	18, 20
DER-3a	0770-0784	2000	Alco-GE	PA-2	A1A-A1A	51,750	307,500	1949	18, 19, 20
DER-3a	0785-0786	2000	Alco-GE	PA-2	A1A-A1A	51,750	307,500	1949	18
DER-4	790-791	2400	FM	CPA 24-5	B-A1A	63,120	307,500	1951	8
DER-4	792-799	2400	FM	CPA 24-5	B-A1A	63,120	307,500	1952	8
DEY-4	0800	380	GE	44-ton	B-B	22,000	88,000	1941	9
DEY-4	0801-0802	380	GE	44-ton	B-B	22,000	88,000	1941	10
DEY-4	0803-0806	380	GE	44-ton	B-B	22,000	88,000	1941	11
DEY-4	0807-0816	380	GE	44-ton	B-B	22,000	88,000	1945	12
DEY-4	0817-0818	380	GE	44-ton	B-B	22,000	88,000	1947	12
DEY-1	0900	600	Alco	HH 600	B-B	50,000	200,000	1931	6, 17
DEY-2	0901-0905	660	GE	Y	B-B	49,000	196,000	1936	13
DEY-2a	0906-0910	600	GE	?	B-B	48,750	195,000	1936	14
DEY-1a	0911-0920	630	Alco	HH 600	B-B	49,750	199,000	1938	6
DEY-1b	0921-0930	690	Alco	HH 660	B-B	49,000	196,000	1939-40	6
DEY-3	0931-0940	660	Alco-GE	S1	B-B	49,500	198,000	1941	6
DEY-3	0941-0950	660	Alco-GE	S1	B-B	49,500	198,000	1942	6
DEY-3	0951-0960	660	Alco-GE	S1	B-B	49,500	198,000	1943	6
DEY-3	0961-0969	660	Alco-GE	S1	B-B	49,500	198,000	1944	6
DEY-3	0970	660	Alco-GE	S1	B-B	49,500	198,000	1944	
DEY-3	0971-0976	660	Alco-GE	S1	B-B	49,500	198,000	1947	6
DEY-3	0977-0983	660	Alco-GE	S1	B-B	49,500	198,000	1948	
DEY-3	0984-0989	660	Alco-GE	S1	B-B	49,500	198,000	1948	6
DEY-3	0990-0995	660	Alco-GE	S1	B-B	49,500	198,000	1949	6
DERS-4	1200-1229	1750	GM-EMD	GP9	B-B	63,500	254,000	1956	
DERS-5	1400-1413	1800	Alco Pr.	RS-11	B-B	65,850	263,390	1956	
DERS-5	1414	1800	Alco Pr.	RS-11	B-B	65,850	263,390	1956	
DERS-6	1600-1608	1600	FM	H16-44	B-B	64,600	258,500	1956	
DERS-6	1609-1614	1600	FM	H16-44	B-B	64,600	258,500	1956	
EDER-5	2000-2001	1750	GM-EMD	FL9	B-A1A	56,940	284,500	1956	
EDER-5	2002-2029	1750	GM-EMD	FL9	B-A1A	56,940	284,500	1957	
EDER-5	2030-2059	1800	GM-EMD	FL9	B-A1A	56,500	279,950	1960	
DERS-7	2500-2509	2500	GE	U25B	B-B	66,470	265,880	1964	
DERS-7a	2510-2525	2500	GE	U25B	B-B	66,470	265,880	1965	
DERS-8	2550-2559	2500	Alco Pr.	DL-425	B-B	64,575	258,300	1964	
EDER-6	3000-3001	1000	BLH	RP-210H	B-2	28,775	194,000	1956	15
EDER-7	3100-3101	1720	FM	P12-42	B-2	28,725	224,100	1957	15

New Haven Roster Notes

Roster is based on data from NYNH&H, general mechanical supt.; GE, manager of loco, pricing and remfg. operation; Republic Steel, district supt. transp. and labor dept.; National Metals; BAR, chief mechanical officer; General Dynamics, plant engineering dept.; The Connecticut Co., vice pres. and gen. manager; GE, manager-sales; Lambert's Point Docks, assistant to president; Becker County Sand & Gravel, office manager; South Bend Sand & Gravel; Eastern Associated Coal, general traffic dept.; R.C. Stanhope, Inc.; Youghiogheny & Ohio Coal, agent; Washburn Wire, purchasing agent; Thurso Pulp & Paper, manager; and Marquette Cement Manufacturing, production manager-East. Roster is accurate as of Oct. 14, 1968.

Locomotive builders: GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; FM, Fairbanks-Morse; LH, Lima-Hamilton; GM-EMD, General Motors-Electro Motive Div.; Alco, American Locomotive Co.; Alco Pr., Alco Products; BLH, Baldwin-Lima-Hamilton.

(1) 0401 rebuilt in 11/59.

(2) 0456 rebuilt in 4/59.

(4) Alco Pr. rebuilt the following units: 526 (5/59); 518, 549, 553 (6/59); 533, 551, 559 (10/59); 517, 523 (1/62); 557 (2/62); 539 (10/57). Nos. 550, 552 were traded to Alco Pr. for new units in 1963.

(5) 590-599 may have originally been numbered 560-569.

(6) The following units have been scrapped: 590, 596, 0602, 0604, 0605, 0607, 0611-0614, 0617, 0619-0620, 630-639, 0660-0661, 0666, 0668, 0669-0670, 0700-0759, 0900, 0911-0923, 0925-0933, 0938-0939, 0941-0943, 0948, 0951, 0954, 0956, 0964, 0969, 0971, 0984, 0987, 0990, 0993.

(8) 790-791 were originally FM demonstrators 4501-4502, then NYNH&H 790-791. Nos. 790-799 were sold to Brazos Engineering in 1962.

(9) 0800 was sold to Youghiogheny & Ohio Coal Co. (3/19/56), not renumbered.

(10) 0801 is no longer on the roster. 0802 was sold to Y&OC Co. (12/24/58), not renumbered.

(11) 0803 is no longer on the roster. 0804 was sold to Washburn Wire Co., renumbered 506; then sold to R.C. Stanhope, given no number; then sold to South Bend Sand & Gravel Co.; and then sold to Becker County Sand & Gravel, renumbered 1. No. 0805 was sold to Marquette Cement Co., then to Cruman Equipment Co., then to Thurso & Nation Valley (3/59), renumbered 9. No. 0806 was sold to Washburn Wire Co. (8/53), renumbered 505; then sold to R.C. Stanhope, not renumbered; then sold to Virginia Ry. (1954), renumbered 6; then sold to Eastern Gas & Fuel Associates. No information is available as to further disposition.

(12) 0807, 0810-0811, 0815, 0818 were sold to GE, rebuilt and resold to Government of Trinidad, Ministry of Works and Transportation. 0808 is no longer on the roster. 0809 was sold to Connecticut Co. (1958); then sold to East Hartford Freight Co. (1963). No. 0813 was sold to New Haven Trap Rock Co. (1/25/60). No. 0814 was sold to General Dynamics, renumbered 16291. No. 0816 is no longer on the roster.

(13) 0901-0905 were sold to Bangor & Aroostook (1952), renumbered 30-34, class K-1. Nos. 30, 34 were traded to GM-EMD (3/66) for new BAR power. The following units were scrapped: 31 (9/5/57); 32 (12/17/65); 33 (5/4/62).

(14) 0906-0909 were sold to National Metals Corp., then to Republic Steel Corp. 0907-0908 were renumbered 322-323 (but not necessarily in that order); 0906 was renumbered 324, and 0909 renumbered ?. 322 was scrapped 11/59, 323 was scrapped 1/67, and 324 was scrapped 11/67.

(15) 3000-3001, 3100-3101 are no longer on the roster.

I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

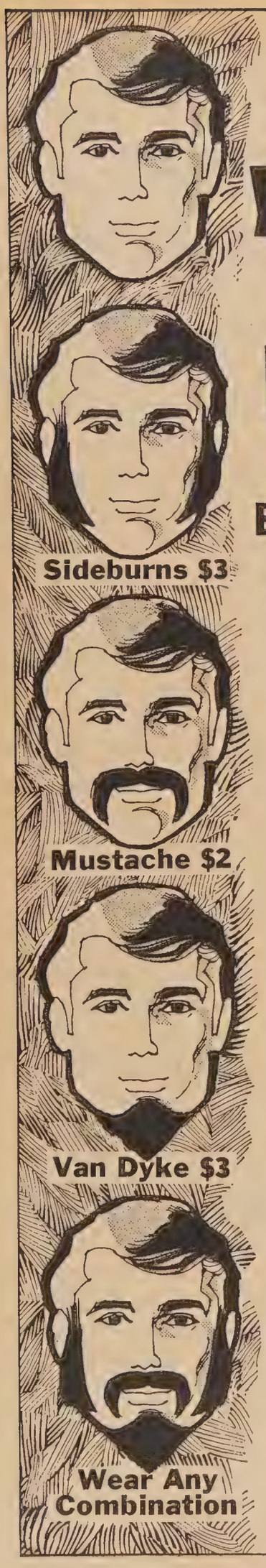
While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-CS
CHICAGO, ILLINOIS 60626



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Now You can actually select the way you want to look, Older, Younger, Distinguished, Cool, Suave — you name it! Wear each one independently or combine them for the effect you desire.

All items made to exacting professional standards. Firmly self-adhering. Can be worn with self confidence anywhere, anytime. They are so life-like you will have to remind yourself that they can be removed!

FREE with each order, a complete guide that tells how to naturally wear your sideburns, mustache and van dyke.

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Yes, I want to choose my own appearance. Rush me the items I have checked below. I understand that I must be completely satisfied or I may return the merchandise within 10 days for a full refund. Check items and color shade you want. **If not sure of your hair-shade, enclose hair sample with order.**

SEND ME THESE ITEMS:
☐ Mustache $2 ☐ Van Dyke $3
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MAKE ITEMS THIS COLOR:
☐ Light Brown ☐ Blonde
☐ Medium Brown ☐ Auburn (Red)
☐ Dark Brown ☐ Silver (Grey)
☐ Black

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Address _____

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City _____

State & Zip _____

(16) 300-310 were originally Virginian 131-141, 130, then Norfolk & Western 231-241, 230, then NH 300-311. Now used on PRR section of PC.

(17) 0900 was originally Alco demonstrator 600, then NYNH&H 0900.

(18) The following units were sold to GE in trade for new power and were scrapped: 0400, 0407-0408, 0410-0411, 0413-0414, 0417, 0419, 0424-0425, 0429, 0450-0451, 0453, 0455, 0459, 0463-0464, 0505, 0507-0509, 0513, 0762-0772, 0774-0776, 0778-0786.

(19) 0783 was sold to GE in trade for new power, then sold to Delaware & Hudson for parts.

(20) The following units were sold to Alco Pr. in trade for new power: 0402-0406, 0409, 0412, 0415-0416, 0420-0423, 0427, 0452, 0454, 0457, 0460-0461, 0500-0504, 0506, 0510-0512, 0514-0516, 0760-0761, 0777. ●

Nevada Northern Roster

The only shortline we have found in Nevada has only one locomotive, No. 401, built by GM-EMD in 1952, builder's model SD7, HP 1500, wheel arrangement CC, tractive effort 72,000, weight 294,800. Roster is based on data from the Nevada Northern's vice pres. and gen. supt. and is accurate as of Oct. 11, 1968. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles. ●

A Weird Collision

TRAINS have hit innumerable creatures from field mice to elephants; but according to Dan C. Putnam, Jr., 329 G Street, Chula Vista, Calif. 92010, for weird variety it's hard to top the Northern Pacific in Washington and Oregon in the 1920's. At least one wild goose was winged by a Mallet locomotive. Crickets swarming over the countryside covered the rails so thickly that engine crews had to release sand to get traction. One foggy night in 1927 a gasoline-powered passenger and mail car killed or injured 276 sheep on the Pendleton, Ore., branch.

Possibly the goofiest collision on record occurred in the Gap, a long section of cuts east of Ellensburg, Wash., in the lower foothills of the Cascades. Rock falls there were commonplace. Late one fall night, an extra east rolled on the NP down the Gap's steep grade, with engineer Cropsey at the throttle. Suddenly what looked like a boulder about four feet in diameter loomed on the track in the headlight's glare. Cropsey "big-holed" her and, like his fireman, braced himself for a terrible jar and possible derailment.

But instead of a thunderous crash, the "rock" seemed to disintegrate on contact. Long stringy objects of undetermined nature flew by the cab windows. Mystified but relieved, the hoghead proceeded cautiously. Within 20 miles, he and the fireman became aware of a sickening stench in the cab, and the boiler top looked mighty suspicious. By the time they reached Ellensburg, both men were thoroughly nauseated. Pulling onto a siding, they clambered down for fresh air.

To their amazement, they found the engine festooned with rattlesnakes, maybe a hundred of them, sizzling and smoking on the hot boiler! Later, they learned that rattlers, which abound in the area, hibernate in huge balls for warmth. A train probably jarred them loose from the hillside, dropping an entire colony onto the tracks. ●

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — these are Nature's Red Flags warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

©1962 Comate Corporation, 20 West 45 Street, New York 36

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION Dept. 3403A
19 West 44 Street, New York, N. Y. 10036

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

☐ Enclosed find $10. (Check, cash money order) Send postpaid.

☐ Send C.O.D. I will pay postman $10 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.

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Address_____

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RUSH THIS NO-RISK COUPON TODAY!

HOBBY CLUB

conducted by Sy Reich

Probably the most famous photograph in American railroad history is C.R. Savage's view of the celebration at the joining of the Central Pacific and the Union Pacific rails, May 10, 1869. This scene will be re-enacted on the same site near Promontory Summit, Utah, this coming May 10th. (See details below.) Union Pacific Railroad

CENTENNIAL of the completion of America's first transcontinental railway system will include a re-enactment of the driving of the Golden Spike this May 10th. A mile-long section of old-type rail has been laid on the original roadbed north of Great Salt Lake, Utah, and two old locomotives representing the *Jupiter* and the 119 will come together just as did the originals near Promontory in 1869.

Thomas M. Goodfellow, president of the Association of American Railroads and chairman of the Golden Spike Centennial Celebration Commission, said the re-enactment will be as authentic as possible. Fortunately, Col. C. R. Savage's famous photos showing the events of 1869 are available. The original Golden Spike, a silver spike, and a silver maul will be lent by Stanford University Museum for the day.

Arrangements are being made with Western Union for a coast-to-coast telegraph network duplicating the one used a century ago to give the young nation a running description of what was happening. It is planned to send the same series of messages in this way, and to have local celebrations in every city where the messages were received.

Coincident with the May 10th ceremonies, the National Park Service will dedicate a section of the original roadbed and about a square mile of land in the remote Promontory area as a National Historic Site. The monument, erected years ago to mark the point where the rails met, still remains. A visitors' center, a museum, and other facilities are being built there.

Items for display in the museum are being sought by National Park Service. If you can lend or donate implements from the era around 1869, such as a spike-puller, a track-leveler, a crowbar, a track gage, a clawbar, picks, shovels, water buckets, spike mauls, etc., or mementoes of the original line, write to William Kreuger, Park Superintendent, Golden Spike Historical Site, Brigham City, Utah 84302.

Southern Pacific plans to run a special train to Utah, making stops to dedicate plaques in cities in California and Nevada which trace their existence to the coming of the railroad. Union Pacific plans to operate No. 8444, its huge 4-8-4 steam loco, between Salt Lake City and Ogden for a week during the celebration period. UP is also assembling a museum train to tour its routes this summer. And the High Iron Co. of Lebanon, N.J., plans to run an excursion train from New York to Salt Lake City and return, using former Nickel Plate 2-8-4 No. 759 between New York and Kansas City, and diesel power the rest of the way. Part of the train will be fitted with historical exhibits and the public will be admitted to it at stops in several major cities. (See *Coming Events* on page 66.)

Gov. Calvin W. Rampton of Utah has proclaimed May 10th a state holiday. The first issue of the Utah Historical Society's *Golden Spike Commemorative Magazine* will appear at that time. About 800 railroad officials, public officers, etc., are expected to attend the commemoration. Gerald M. Best, author of several books on Western railroad history, is preparing a new one, *Iron Horses to Promontory*, expected to be on sale by the time you read this.

A schedule of all events planned so far in conjunction with the centennial has been prepared by the AAR Public Relations Dept., 1920 L St., N.W., Washington, D.C. A colorful 15x36" reproduction of the 1869 UP poster advertising the transcontinental system may be had for $1 from Field Headquarters, Golden Spike Centennial Celebration Commission, Rm. 2419, Federal Bldg., Ogden, Utah 84401. The medallions described in our January issue are still available from Field Headquarters, as is the schedule of events. A souvenir album of photos made a century ago showing the UP and CP under construction is available from Golden Spike Centennial Souvenirs, Box 1408, Ogden 84402.

In our opinion, everyone who can possibly attend the centennial celebration at Promontory should do so. The completion of the first transcontinental railway system was probably the single most important event in the physical development of the United States, and the commemoration may well be the single most important event of the efforts being made to make the contemporary public aware of the importance of railroads.

No national railroad celebration has been held since the Chicago Railroad Fair of 1948-'49, and none is in prospect for the forseeable future. The Utah commemoration will likely be a once-in-a-lifetime affair, and a memorable one, not to be missed. See you at Promontory on May 10th!

Setouts and Pickups

"Your article (Dec., page 52) about Western railfans being irate over a museum-project controversy is misleading," writes Fred A. Stindt, chairman of Pacific Coast Chapter, Railway & Locomotive Historical Society. "The proposed Maritime and Railroad Museum at Aquatic Park, San Francisco, was started in 1950. For 18 years thereafter, this led to nothing but promises and frustration, with no money for museum construction.

"In 1963, the state purchased the Haslett Warehouse for conversion into a railroad museum, but a 1965 survey indicated that such a conversion would cost $5,000,000. No such appropriation was forthcoming, so the building was converted to rentable offices and shops. There are now 75 tenants. The cost of evicting them and converting the building into a railroad museum, which could house only half of our

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Some take a month or two . . . but one man tells us he did it in only thirteen days

The initial investment in a Merlite Presto Shine Dealership of your own is so modest, and the earnings you can make with it are so surprisingly high, that it's possible for you to earn back your initial investment in a matter of mere weeks. Here's what Larry Drain, Merlite Presto Shine Dealer in Illinois says: **"Within 13 days of getting started, profits from the business paid for the initial investment—and that includes my TV and radio advertising. Since then I have been averaging between $1,000 and $1,300 a week! Because I cannot handle the business myself, I now have 3 employees who work full time."** How many other business opportunities enable you to recover your initial investment so quickly?

You offer an amazing bargain that attracts all the customers you can handle . . . a genuine SIMONIZ WAX JOB on any car for $5.95

When you're a Merlite Presto Shine Dealer, we supply you with special equipment and teach you a unique system which enable you to clean, wax and polish a car with genuine Simoniz Paste Wax (not liquid) in as little as 20 minutes. You charge only $5.95 for this genuine Simoniz Paste Wax job—about **about ⅓ the usual professional charge—an astonishing bargain.** Yet you make up to $5.75 gross profit on every car. Doing 3 cars an hour pays you up to $17.25 hourly gross profit. Weekly gross profit up to $500.00 and more is possible—as much as $25,000-$30,000 in a year.

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1. **Extraordinary patented invention.** You get authorized use of HM Polishing Machine (U.S. Patent No. 2,967,315), which amazingly duplicates the motion of the human hand; enables you (or your employees) to start with a dirty car and bring it to a lustrous, durable, protective Simoniz Wax finish in as little as 20 minutes.

2. **Personal training in your area without one cent of risk.** Before you decide to become a Merlite Presto Shine Dealer, we'll send one of our skilled Instructors to your area to train you in the use of the HM Polishing Machine and our unique speed system. So easy, anyone can do it after a little training. After your personal instruction, if you decide not to become a Merlite Presto Shine Dealer, you're not out a single penny. You take no risk at all.

Above you see one of our Merlite Presto Shine Dealerships. You can set up your own Dealership at your own home, if you wish, or anywhere else there's ordinary electric current.

Read what other Merlite Presto Shine Dealers say:

Peter J. Strikwerda of N.Y. State: "Yesterday I did a 60'x 12' 1-year-old trailer . . . it was accomplished with ease and resulted in a great sense of satisfaction when I saw the trailer glistening. You can imagine the dirt, grime and film that had accumulated in one year. Now I would like to get 3 more machines."

Pedro Ramirez of Puerto Rico: "I do Simoniz wax jobs on aircraft on a contract basis. Already I have steady contracts totaling $500 a month. Recently a domestic airline signed a contract for me to do their 12-passenger Beechcrafts at $75 per plane per month, and a plane takes me only 5 hours to do."

Steven Schorr of Long Island, N.Y.: "I am 15 years old and in junior high school. My dad will let me do only 10 cars on a weekend, although I could do a lot more, if I didn't have to do homework. Even so, I make about $50 a weekend, which will go to my college education.

3. **Almost no overhead . . . no real estate needed . . . work from your home.** The HM Polishing Machine is portable and operates on ordinary house current. Use it wherever you can plug it in. Most dealers start out working from their homes.

4. **Start in spare time . . . no risk to present job.** Hold on to your full time job, as other new dealers did, and start on evenings and weekends . . . go full time when your spare time earnings exceed those you get from your full-time job.

5. **Tremendous demand everywhere.** Astounding $5.95 price draws steady stream of motorists-customers. Also get big commercial accounts: new and used car dealers, fleets of cabs, rent-a-cars, plus service stations, garages and car washes. You never need to run out of customers.

For complete profit Prospectus...FREE... no obligation...mail the coupon today...

Fill in and mail the coupon today, and we will send you, by return mail, prepaid, a complete Prospectus of your opportunity to make big profits in a Merlite Presto Shine Dealership of your own. Everything free, no obligation.

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FREE, prepaid, and without obligation, rush big Merlite Presto Shine business opportunity Prospectus by return mail.

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equipment, would now be around $10,000,000.

"After numerous meetings, California Beaches and Parks officials offered the Old Sacramento site, which was where the Central Pacific began operations in California. It was large enough to hold our whole collection and several others, with an operating railroad planned to connect with stern-wheel boats on the Sacramento River. This we accepted (and, indeed, who wouldn't?). Construction is finally under way. As for Western railfans being irate: ridiculous! They are happy that there will at last be a museum where our valuable items may be seen by all."

Northern Pacific recently presented a huge collection of records covering a century of development in the Northwestern states to the Minnesota Historical Society. "With an unusual sense of history," said Society director Russell W. Fridley, "NP preserved through all these years the papers describing the railroad's extension from Lake Superior over the northern plains to the Pacific coast." Under terms of an agreement concluded among Mr. Fridley, Society president Elmer L. Anderson, and NP president Louis W. Menk, the material will be made available to scholars, researchers, etc.

Latest addition to the 8x12" color prints of steam railroad paintings offered by Railway Classics, 102 Cherry St., Janesville, Wis., is a McDermott view of a UP Challenger in steam.

Wide variety of embroidered railroad emblems is made by Bosch Embroidery, Inc., Box 8565, Kansas City, Mo. 64114. This firm originated cloth railroad emblems in 1928, now sells them only through dealers. Operators of hobby shops, souvenir stands at tourist lines, etc., can get details and prices by writing direct. Special emblems can be made to order in quantities, an idea that many dealers should be willing to exploit.

Set of 4 unusual prints of oldtime locos is offered for $4 by Southern Minnesota Live Steamer Assn., 220 First Ave., S.W., Rochester, Minn. 55901. Each print is in iridescent colors on a satin-finish silver background, mounted on white embossed cardboard, ready for framing. Included are UP No. 119, Central Pacific's *C. P. Huntington*, Hannibal & St. Joseph's *Missouri*, and the St. Paul & Pacific's *William Crooks*.

Richard M. Winkle, Association president, writes that his club is starting a movement to revise laws pertaining to operation and inspection of steam locomotives. Object is to relieve the operators of tourist-line and fan-trip steamers of the expenses of unnecessary repairs and inspections required at frequent intervals.

List of railroad and trolley postcards, cloth emblems, caps, and other railroad hobby items for sale may be had from Tennessee Valley RR. Museum, Service Dept., 1006 Hibbler Circle, Chattanooga, Tenn. 37412. Also available for $1.50, is a 6½" long-playing record of sounds of SP steam loco No. 1401 (which is on exhibit at the Smithsonian Institution in Washington, D.C.) and other large steamers no longer operating.

Two different 1969 photo calendars are offered for $1.98 each by Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023. They open to 10x17, with b&w views each about 6½x9". "Great Trains of the South" depicts steam and diesel shots of IC, L&N, MP, SR, etc.; "PRR and NYC Trains Before the Merger" shows steam, electric, diesel, and car views.

Another 1969 photo calendar is still available for $1.50 from California Southern RR. Museum, Box 94, Colton, Calif. 92324: mostly SP, UP, and AT&SF steam views, a few electrics.

New 4-page list of more than 350 timetables, rulebooks, tickets, etc., offered as collectors' items, is available for 15¢ from NRHS Augusta Chapter, Box 725, Augusta, Ga. 30903. Proceeds from sales help maintain the Chapter's museum. Its monthly publication, *The Cinder Snapper*, an illustrated offset job, costs $2 per annum; sample copy, 15¢.

Extensive catalog of railroad and trolley sound-effects records may be had from Rose's Records, 300 Chelsea Rd., Louisville, Ky. 40207.

Framed color prints of railroad paintings (D&H, NYC, PC, etc.,) are offered for $6.95 each by Atlantic & Northern RR., 49 Church St., Lenox, Mass. 01240. Sets of 35mm. color slides, 5 for $1, also are available; list and description sent upon inquiry.

Teen Assn. of Model Railroading seeks teen-age members. Contact Richard C. Wagie, 13106 N. Granville Rd., Mequon, Wis. 53092.

Chesapeake & Ohio Newsletter is a new monthly bulletin published by Thomas W. Dixon, who seeks to form a C&O Historical Society. Sample copy will be sent free. Address him at The Alderson Museum, Box 417, Alderson, W. Va. 24910.

Two little-known detective stories involving English trains have been reprinted in a 5½x8½" paperbound book, *The Sherlockian Doyle*, available for $3 from Luther Norris, 3844 Watseka Ave., Culver City, Calif. 90230. *The Man With the Watches* and *The Lost Special*, both written by Sir Arthur Conan Doyle, are not part of the more famous Sherlock Holmes mystery series.

Southwestern Deaf Railfans' Assn. is setting up a social group in the Los Angeles area where deaf railroad buffs may meet and converse in sign language, reports Ralph H. Shears, 417 N. Normandie Pl., Los Angeles, Calif. 90004. A library has been started, correspondence is sought.

Interested in Japanese railways? Write to Sin ichi Miyazaki, Imaichiba, Konan-shi, Aichi-ken, Japan. He speaks and writes English, is employed by one of Japan's largest private railways, and wants to swap info., pix, books, etc. with English-speaking fans.

Japan's vanishing steam locomotives were the subject of an illustrated article in *Japan Illustrated*, Vol. 6, No. 4, reports Maj. Dennis Cavagnaro, USMC, H&MS-15, F.P.O. San Francisco, Calif. 96602. Copies cost 90¢ each from Japan Publications Trading Co., 175 5th Ave., New York, N.Y. 10010, or Kameoka Book Trading Co., 113 McCaul St., Toronto 2-B, Ont., Canada.

Along the Steam Trail

Legal controversy over the future of Western & Atlantic No. 3, the *General* of Civil War fame, has been resolved by U.S. District Court Judge Frank Wilson. He recently ruled that the City of Chattanooga, Tenn., has no legal claim to the engine, which is owned by the State of Georgia and leased as part of the W&A to the Louisville & Nashville.

Readers will recall the hassle which developed when Chattanoogans, whose contributions had paid for keeping the 4-4-0 in good condition on display in their city, rebelled when the L&N wanted to place it on permanent display at Kennesaw, Ga., after its 1962-'63 tour of the country. Chattanooga mayor Ralph Kelley had seized the loco one night as it was about to be moved out of the city. Judge Wilson said his ruling had nothing to do with the appropriateness of either display site, but there were no longer any grounds for continuing Kelley's injunction attaching the loco to the City of Chattanooga.

"I am compiling a list of CB&Q steam loco hardware preserved in private collections," writes Robert Bullermann, 5731 S. 113th St., Hales Corners, Wis. 53130. "I want to hear from all who have Burlington steamer builders' plates, front number plates, whis-

NOW! RUN YOUR CAR WITHOUT SPARK PLUGS

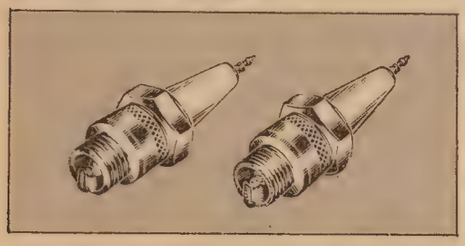
Get Up to 31 More Horsepower, 8 More Miles Per Gallon — USING ONLY REGULAR GAS!

Yes — this revolutionary new FIRE INJECTION SYSTEM — installed in 15 minutes, must deliver maximum power and economy WITHOUT CHANGING TO HIGH-PRICED PREMIUM GAS — must give you up to 31 more HP, 8 more miles per gallon for the life of your car! See Unprecedented GUARANTEE!

Your car runs because gasoline is fed into the cylinders where a spark causes it to fire. This action causes the gas to explode—this explosion pushes down the piston. Now here is the important thing to you. The larger this spark is, the more powerful the explosion. The more powerful the explosion, the more power you get from a given amount of gasoline. Poor explosion means wasted gas—loss of power, poor getaway, bad starting, a sluggish car. Good explosion means more miles per gallon, more horsepower, blazing pickup, instant starting; an exciting car to drive!

WHAT CONTROLS YOUR ENGINE'S EFFICIENCY?

Your spark plugs control the efficiency of that explosion. And not only do they give a small, weak spark to begin with, but they get worse every mile you drive. And that you can see for yourself. Put a new set of spark plugs in your car and then look at them at 100 miles, at 1,000 miles, at 5,000 miles.



Every time you look you will see more filth and carbon and you will see more of the electrode burning away. Why, some of the new high compression engines can burn up a set of plugs in a couple of thousand miles of driving. Now you ask yourself how a weak, inefficient spark from a filthy, burned-out plug can possibly give you the kind of flashing, economical performance you want.

STOP USING SPARK PLUGS — NOW!

Now read very carefully what we're going to suggest **. . . that you stop using spark plugs in your car!** That's right—get rid of them—forever. But—if you—get rid of your spark plugs, what will make the engine run?

Well, please remember that if you were told a couple of years ago that your car could run without a carburetor you wouldn't have believed it—yet today you can have gas injection and get far more mileage, efficiency and power from less gas—and in a few years gas injection will have completely replaced the carburetor on most cars. In the same way, now is the time to replace your old-fashioned, temporary, inefficient spark plugs with a modern, efficient, permanent fire injection system, and you can do it yourself in 15 minutes if you've never handled a tool in your life!

MECHANICS AND ENGINEERS — READ THIS CAREFULLY!

Now, this fire injection system is so inexpensive that it can pay for itself in gas savings alone in one month of driving. Forget, for the moment, about the extra pep, power and performance you are going to get. Forget about the savings in spark plug servicing and replacement, the savings in wear and tear on your pistons and cylinders that come from unburned gas washing the protective oil coating off the cylinder walls. Just remember that this fire injection system will **pay for itself in gas savings alone in a single month of driving.** Here's how:

A spark plug jumps a spark of electricity across an air gap; this is most wasteful, and limits the size of the spark.

A fire injector fires on the surfaces of an electrical conductor. You get a heavy, powerful flame that will not blow out at pressures far greater than those created by even the highest compression engine!

On ordinary spark plugs the air gap is always getting bigger, wasting power and gas. Your plug is constantly accumulating filth and carbon because of inefficient ignition.

A fire injector has no air gap and no electrode to burn away. It never needs cleaning or setting and it actually becomes more efficient with use. It will actually outlast your car, delivering maximum efficiency without servicing or replacement. There is no waste gasoline, no loss of power.

NOW — USE REGULAR GAS!

With ordinary spark plugs you are using, or should be using premium gas, which costs from 4 to 8 cents more than regular gas.

With fire injectors regular gas will give you up to 8 more gas miles per gallon, up to 31 more horsepower, plus easier starting in all weather.

Ordinary spark plugs have to be replaced regularly. In some of the new high compression cars, a set of plugs will burn up in two months.

A fire injector installation is guaranteed for the life of your car, without cleaning, servicing or replacing.

HERE IS POSITIVE SCIENTIFIC PROOF!

Now, when you get your set of SA FIRE INJECTORS, here is all you do. If you have automatic transmission, make a note of how fast your car crawls forward when it is in the drive position, with the motor idling. If you have a sports car, a racing car or a boat, make a

note of the RPM's as indicated on the tachometer when the engine is idling.

If you have a regular transmission, put your car in low gear on a level road and notice its speed with the motor idling. Next, take any inexpensive auto spark plug wrench and remove your spark plugs. **You'll never need them again!** Just screw your injectors right into the spark plug openings. Then—no matter what kind of gas you have been using—fill your tank with the poorest regular gas you can buy. That's all you have to do to see the most amazing results you could ever imagine in all the years you have driven an automobile!

CHECK YOUR RESULTS CAREFULLY!

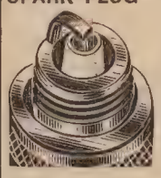
If you have automatic transmission—now put your car in drive and let your engine idle. If your car stood still with spark plugs, it **will move forward from 4 to 6 miles per hour;** that means the amount of gas that just kept your engine turning over will now **carry you up to 6 miles at no cost to you!**

If you have a racing or sports car or a boat, your RPM's will increase **up to 200 more** at idling—**up to 300 more** at higher speeds.

If you have regular transmission, in low gear and with your motor idling YOUR CAR WILL MOVE FORWARD 4 TO 6 MILES PER HOUR FASTER. In other words, no matter what you drive, here is absolute proof that you can go further, faster and cheaper when you put proven SA FIRE INJECTORS in your car!

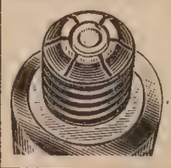
CHECK THESE DIFFERENCES

SPARK PLUG



Fires across air gap
Wire electrode burns away
Carbon, ruins firing tip
Needs cleaning and setting
Needs periodic replacing
Needs premium gas
Must have exact heat range
Spark blow out under pressure

FIRE INJECTOR



NO air gap required
NO wire electrode
NO tip deterioration
NO cleaning or setting ever
NO replacing
NO premium gas needed
NO heat range
NO blowing out even at highest compressions

NO-RISK MONEY BACK GUARANTEE

Use these remarkable ***FIRE INJECTORS*** in your car entirely at our risk . . . give them every test you can think of . . . ***POWER, ECONOMY, STARTING, SURE-FIRE SMOOTHNESS, PERFORMANCE,*** etc. Now, if you are not completely satisfied in every possible way at the end of 30 full days, simply return your ***FIRE INJECTORS*** for a ***FULL*** and ***IMMEDIATE REFUND.***

We further guarantee ***FREE REPLACEMENT*** of any ***FIRE INJECTOR,*** regardless of the reason, ***FOR AS LONG AS YOU OWN THAT CAR.*** Remember, every set of ***FIRE INJECTORS,*** is fully protected by an internationally famous Insurance Company.

Order Your Fire Injectors Now!

If you're the kind of driver who wants his car to move when he steps on the gas—not 30 seconds later—if you like your car to start when you touch the starter button—not after you grind your battery down, if you want every nickel's worth of mileage from every single gallon of gas you pay for—instead of wasting it in the firing chamber; if you're sick and tired of cleaning, setting and replacing spark plugs—you'll order a set of SA FIRE INJECTORS today!

J. C. WHITNEY & CO.
1917 (AM23E) Archer Ave., Chicago, Ill. 60616

SEND YOUR ORDER TODAY!

J. C. WHITNEY & CO.
1917(AM23E)Archer Avenue, Chicago, Ill. 60616

Yes, I want new pep, power and performance from my car!
☐ I enclose check or money order to cover payment in full. You pay postage.
☐ Send C.O.D. I enclose 25% deposit and will pay postman balance plus postage and C.O.D. charges upon delivery. Please send me:

☐ **68-150—Set of 4 FIRE INJECTORS.....$6.56**
☐ **68-151—Set of 6 FIRE INJECTORS..... 9.84**
☐ **68-152—Set of 8 FIRE INJECTORS.....12.98**

My car or truck is:

MAKE	YEAR	MODEL

NO. OF CYLS.	ENG. MODEL or CU. IN. DISPL.

MAKE	YEAR	MODEL

NO. OF CYLS.	ENG. MODEL or CU. IN. DISPL.

Illinois Residents: Please add 5% Sales Tax to your order
Send Order and FREE Bonus Gift to:

NAME_____
ADDRESS_____
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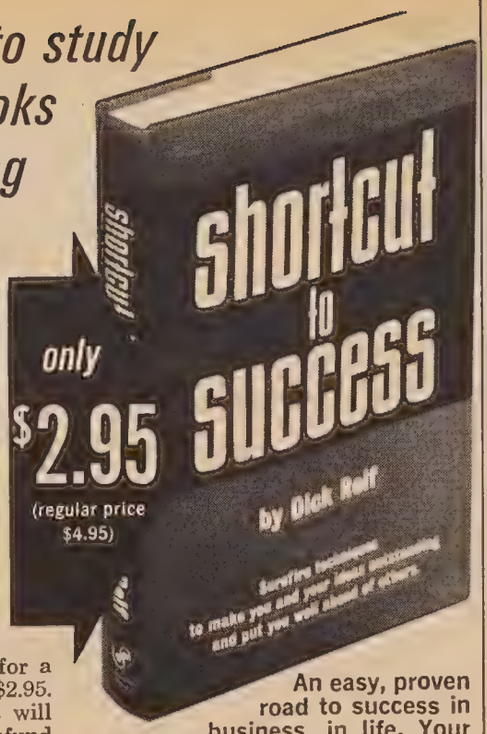
Do Not Send Currency or Stamps

FREE GIFT Deluxe 6-Pc. Set Power-Grip SCREW DRIVERS

Amazing Bonus Gift — Yours Absolutely FREE Just for Trying Fire Injectors NOW! Here is a gift that every car owner and home handyman can use! A complete set of SIX high quality screwdrivers that will be used in a hundred different ways. Every size screwdriver you'll ever need is in this set . . . and they're **FREE WITH EVERY SET OF FIRE INJECTORS YOU ORDER!** This valuable screwdriver set features: **TEMPERED steel blades . . . all are MAGNETIZED to hold screws . . . and all have pure shockproof GRIPS** for non-slip power-grip. This set is what every car owner and home handyman would like to own . . . **and it's all yours free for just trying Fire Injectors today!**

You would have to study 50 to 100 other books to learn everything contained in this one volume!



If you've ever wanted to become really successful, to get into the big leagues, to find happiness and to have other people really want to be with *you* above all their other friends, *you will find the answers you have been looking for in these pages.*

"SHORTCUT TO SUCCESS" is for people who are looking for an immediate solution to the problem of forging ahead fast.

This book, a best-seller at $4.95, is yours for a limited time only at the amazing price of $2.95. You have a money-back guarantee that it will work for you, as it has for thousands. Full refund privilege is guaranteed if it doesn't help you.

An easy, proven road to success in business, in life. Your guide to a worthwhile future.

Here are sure-fire techniques to make you and your ideas outstanding and put you well ahead of others.

In these exciting pages, you will discover literally hundreds of ways to make you vital, dynamic, more successful in life!

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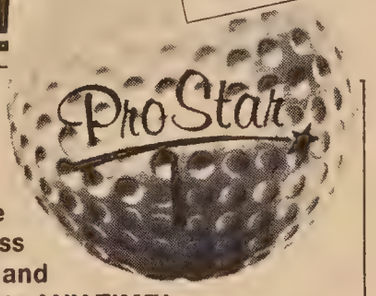
NOW! CUT STROKES OFF YOUR GAME WITH WORLD'S FIRST LIFETIME GOLF BALL!

CONFORMS TO U.S.G.A. RULES



We guarantee that PRO-STAR Golf Balls will travel further and truer. We guarantee that PRO-STAR Golf Balls can't crack, can't chip, can't cut, can't lose their shape, compression, distance—EVER! We guarantee PRO-STAR Golf Balls will retain their freshness and resiliency game after game, for years and years.... or we'll send you FREE replacements ANY TIME!

We defy anyone to damage **PRO-STAR** *in any* way on the golf course—or off. No matter how often you top it or chop it... no matter how often you plunge it through the roughest roughs or fish it out of watery traps... you'll still have a ball that's as bright, white, new as the first time you hit it!

PRO-STAR LASTS A LIFETIME

CONFORMS TO U.S.G.A. RULES

The first time you tee off, you'll see why PRO-STAR is a truly superior ball! Even though it conforms to all the exacting standards and specifications of the United States Golfing Association, it still out-plays *any* ball regardless of price. PRO-STAR is so perfectly round, so spherically true, it has a ballistically stable spin just *one-fourth* of any ordinary ball. This means you'll hook and slice less.

And here's the second part of our amazing guarantee: Two months from today—or two years from today—**if PRO-STAR ever chips, cracks, cuts... loses its roundness or balance, just send them back. We'll replace them with new balls—no charge!**

PRO-STAR is specially priced for this introductory offer. A set of 4 is $5, 12 are $12, 24 are $20—all shipped postpaid and all will deliver a lifetime of service.

30-DAY NO-RISK COUPON. MAIL NOW!
HONEST PRODUCTS
208 E. 43 St., New York, N.Y. 10017

Prove that PRO-STAR golf balls do last a lifetime, without risk on my part. If I'm not 100% convinced, I'll return them "as is" anytime within 30 days for a full refund. If I decide to keep them, you will replace FREE of charge any PRO-STAR that is damaged in any way—any time for the rest of my life!

*Name*_____
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Rush postpaid:
☐ $5 enclosed for 4 PRO-STARS
☐ $12 enclosed for 12 PRO-STARS
☐ $20 enclosed for 24 PRO-STARS

MADE IN U.S.A.

tles, bells, and headlights. A copy of the list will be sent to each contributor, with additional entries from time to time."

"California Western and D&RGW both offer longer regular steam passenger runs than the Vernonia, South Park & Sunset," writes Kenneth Ondracek, 17400 W. Dodge Rd., Omaha, Neb. 68114, referring to an item in our February issue. "I went to Sterling, Ill., recently to photograph the steam switchers which still shunt cars in the Northwestern Steel plant. The company does not allow visitors on its railroad property, but you can take photos from adjacent public streets, although I wasted an hour there in 6-degree weather waiting for an engine to show up."

In Finland, steam locos are rapidly being replaced by electrics and diesels, according to Frank Szabo, 5207 Edenhurst Rd., Lyndhurst, Ohio, who passes this along from Bruno Tienhaara of Finland. "Some steamers remain in service. Others are advertised for sale at prices ranging from $800 to $1,000, depending on size and condition. Interested parties may get details from Varastotoimisto, Rautatiehallitus, Vilhonkatu, 13, Helsinki, Finland."

A double-truck Heisler, built in 1905, ex-Louisiana Mill & Lumber Co., has been added to the state-financed steam loco museum at Strasburg R.R. in Pennsylvania. She is being restored by the Strasburg crew, and more track is being laid to accommodate the growing collection.

"Green Mountain RR. fireman Maurice de Valliere and I went to the Edaville 2-foot-gage railroad at South Carver, Mass., last Dec. 22nd," writes Frederick G. Bailey, Bellows Falls Rd., Walpole, N.H. 03608. "'Spectacular' is the best description of Edaville's Christmas operation. Four steam trains were in use on the 5½-mile line, on a 6-minute headway. Several trains were visible at once from certain points. Edaville station was probably the only depot in the country at which patrons had to wait for several trains before finding room to ride."

Steam rotary snowplow No. 2 has been bought from Northern Pacific by the Steam Railroad Restoration Society and moved to Lake City, Mich., for preservation as part of an operating steam railroad museum being developed on rails leased from Cadillac & Lake City Ry. The big plow was built in 1887 by the Cooke Locomotive Works, Paterson, N.J. Details about the Society may be had from G. J. Atchison, 3803 Washington St., Midland, Mich. 48640. ●

STOP SMOKING FOREVER

Over and over again we hear that tobacco is the cause of 98% of all lung cancer cases. Recent studies show that one out of every four smokers is a potential victim of this dread disease. Yes, tobacco is the most deadly poison developed by our civilization. Aside from lung cancer, cigarettes are the cause of other extremely serious diseases.

There is one chance in 4 that a heavy smoker may be stricken one day by lung cancer.

Tobacco smoke is composed of 84 substances, 5 of which are carcinogenic (cancer causing) and 30 are toxic (poisonous). Every time you draw on a cigarette, cigar or pipe, you are exposed to at least 44 different chemicals and poisons, 23 among the most deadly are: lutidin, rubidin, carbolic acid, formaldehyde, methalymine, acreilin, collidine, viridin, arsenic, formic acid, nicotine, hydrogene, sulphide, pyrrol, furfuroi, benzpyrene, methyl alcohol, prussic acid, corodin, ammonia, methane, carbon monoxide, pyridin. Quite a lungful of deadly poison for just one puff of smoke!

In a recent survey conducted by a leading American Doctor the incidence of coronary diseases (infarction, angina pectorus, etc.) has been found to be 68% higher in smokers than in non-smokers.

So, if you want to stay healthy, you've got to stop smoking. But, be careful! Don't stop smoking all at once. That could be dangerous.

Now, where's this advice coming from? Some cigarette or pipe tobacco advertiser trying to make the best of a bad situation? Of course not!

This is the advice of the Anti-Tobacco Center of America, an organization designed especially to help you rid yourself of your addiction to tobacco.

OBESITY LURKS JUST AROUND THE CORNER

Well, our experience has shown that a "confirmed" or "heavy" smoker should not stop smoking all at once, as this will seriously endanger his health and well being.

For years your body has been accustomed to its regular daily intake of toxic substances such as nicotine, tars, etc., and by now it is adjusted to that situation. Cutting tobacco out overnight will result in a shock to your physiological system accompanied nearly always by psychic disturbances. Which results in an imbalance of the sympatheic nervous system.

The digestive system becomes disturbed; the central nervous system becomes up-set; you become "bad-tempered", you can't be bothered by friends, spouse, children, etc., as the least little irritation will make you fly off the handle.

Life becomes hell for you and everybody around you.

But, that's not all; it has been effectively proven that anyone who attempts to stop smoking by sheer will power alone, will suffer terrible feelings of frustration.

A VICE THAT CAN KILL

In order to compensate, he begins to eat and eat and eat. This is why so many former smokers put on excess weight and become fat. Stopping smoking all at once has been the cause of many severe cases of obesity.

So, giving up smoking, by yourself, is not the real solution, as it might endanger your health.

Then, how should you stop smoking?

Well, this is what the Anti-Tobacco Center of America is going to teach you.

Just clip and mail the coupon below to receive full information on a program which will help to rid you of your need to smoke. You'll be amazed to learn that you can stop smoking without any danger and without straining your will power; after only a few days the desire to smoke will vanish.

Just think how much happier you will be!

This is the experience of an ex-smoker we all know: MAURICE CHEVALIER "I was sunk in a vice which had left life no meaning at all. I was chronically dominated by a mountain of cigarettes, which like a growing invasion of grasshoppers succeeded in ruining my nerves. I stopped smoking twelve years ago. (Chevalier wrote this in 1950) And it is since this fortunate decision that my mental activities, my intelligence, my memory developed so much, that I — who had lost all interest in life — could escape that growing scepticism and rediscover interest in what happened around me. *I was able again to read and . . . to remember what I had read!"*

Among the 28,683 former smokers helped by the Anti-Tobacco Center, we give you the testimony of some doctors. We have chosen this profession intentionally, because doctors know the harm that tobacco causes. They are able to appreciate the results of our program.

IF YOU STOP SMOKING YOU WILL:

- Digest your food better
- Sleep better
- Combat fatigue
- Diminish the chance of cancer
- Be in good humor
- Keep your good eyesight
- Remain calm
- Have a good memory
- Get back your muscle tone
- Drink less alcohol
- Have clean breath
- Grow old less quickly
- Find a revival of your virility
- Save money

WHAT DOCTORS SAY!

Dr. A. C. "The efficacy of your product surprised everybody. I stopped smoking in ten days exactly. Thank you sincerely."

Dr. J. T. "I have used a supply of your product . . . I was informed of its composition by a friend, Dr. C., who was, truthfully speaking, rather sceptical. But after having used it, I do not smoke any longer and have no desire whatsoever to start again. The result is absolutely clear, without a shadow of a doubt, and I feel it my duty to tell you so."

Dr. E. C. "Since January 23, 1962, I no longer smoke. I have already given the "tip" to several of my friends and patients."

Dr. P. G. "I am happy that I do not smoke any more, this of course being due to the use of your product. All my thanks."

Dr. L. D. "The result was rapid. I think that anybody who wishes to stop smoking can do so."

(Since European law forbids all publicity for doctors, we can only publish their initials.)

ANTI-TOBACCO CENTER OF AMERICA 276 Park Avenue South, New York, N. Y.

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ITALY, Milan—3 via Ugo Foscolo • **BELGIUM**, Antwerp—38 Avenue de France
PORTUGAL, Oporto—44 rua da Fabrica • **FINLAND**, Helsinki—152 Hameentie
SOUTH AMERICA, Bogota—Apartado Nacional 1407

For the free booklet on how to stop smoking forever without risk and without straining your will power, just mail the coupon below to:

Stop Smoking — Thanks to this Free Book

Anti-Tobacco Center of America, Dept. A-379-G
276 Park Avenue South, New York City, 10010

Please Rush Book to me Free of Charge

NAME_____

ADDRESS_____

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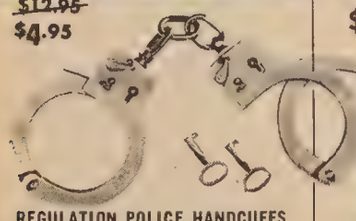
Big 3 Bargain Sale

~~$12.95~~ $4.95

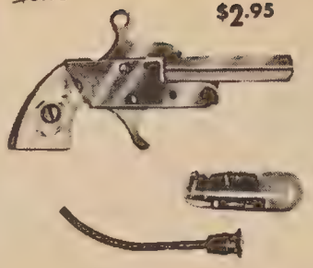


REGULATION POLICE HANDCUFFS With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. **$4.95.** Deluxe Leather Cuff Case: **$2.75.**

$9.95 ~~$13.95~~

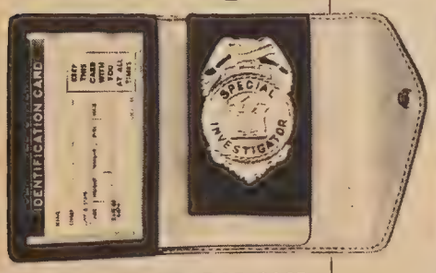
HOME MOVIE VIEWER SPECIAL INTRODUCTORY OFFER.
Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. **$9.95**

~~$5.95~~ $2.95



LITTLE ATOM PISTOL
Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, **$2.95.** Extra blanks 50c per capsule.

~~$4.95~~ $2.98



IDENTIFICATION BADGE CASE
Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only **$2.98.** I.D. Cards 25c each.

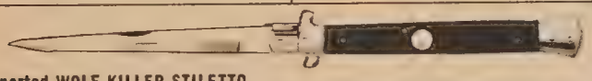
~~$3.00~~ $1.00

WHO STOLE MY BIKINI?!!
"TITILATING BALL POINT PEN"

Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
$1.00 Postpaid 6 for $5.00

IN GLORIOUS COLOR

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only **$1.95.** Also Stag Deck **$2.95.**



Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed.
5 9/16" open. **$4.70;** 7 1/16", **$4.95;** 9", **$7.50;** 11", **$12.95**

~~$3.95~~ $1.98

OFFICIAL SPREAD EAGLE BADGES Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: **$1.98.** Miniature: **$1.25.**

SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

~~$12.95~~ $5.95

22 Cal. Blank Cart.
8 Shot Revolver
No Permit Required

"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 8 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long, ideal for stage, sporting events, boating, protection. Revolver $5.95, "QUICK DRAW" deluxe leather holster $2.25.

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Dept. AM-39, 1109 Sixth Ave.
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Enclosed is check, cash or M.O. for $....
Please send me items checked.

☐ Handcuffs ☐ Movie Viewer
☐ Atom Pistol ☐ Badge Case
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Name .....
Address .....
City ..... State ..... ZIP .....

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

Hereafter, no person will be entered in both the *Switch List* and *Model Trading Post* of the same issue. As this issue hits the news-stands, our May pages are closed. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

BEN ALABASTRO, 108 1st Ave., Frankfort, N.Y. 13340, buys NYO&W dispr. sheets, tts., emp. tts., tr. orders, reports, '20-'50.

C.L. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5, p.c.-size pix LV, RDG, CNJ, etc.; steam, diesel, stations, cars, cabooses, bridges, ferries, wrecks, 1870 to date. (SSE)

R.J. ANDERSON, 334 S. Prindle Ave., Arlington Heights, Ill. 60004, sells U.S., foreign interurban and streetcar negs.; various sizes; no list.

D.W. ANTONOPOULOS, 15 Rutland St., Springfield, Mass. 01109, sells 3½x5 pix, 35mm slides, negs. of diesels. (SSE)

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells reconditioned 120-620, 116-616, and 122-size cameras, desired by many railfans for their large, oblong negatives. Details, list free.

DEAN ARNOLD, 901-47 Dryden Rd., Ithaca, N.Y. 14850, sells books, forms, tts., etc. or trades for NYO&W, LV, D&H matl. (SSE)

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys collections of railroadiana.

ED BALLAS, 912 Park Ave., Syracuse, N.Y. 13204, will sell loco headlights from about 1890. (SSE)

BRUCE BARRETT, 2660 Forsythia, Pueblo, Colo. 81004, sells D&RGW, MP, UP, CB&Q, C&S, AT&SF negs. on approval or trades for those of other rrs.

MARVIN BENSON, 740 Morgantown Rd., Uniontown, Pa. 15401, buys rr. loco buttons.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC. Fla. trolleyana, RPO's, dater dies. Sells 8x10 pix from FEC off. negs.

CYRIL BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells trades steam pix PM, WAB, C&O, CP, CN. Sells color pix C&O diesels, cabooses. (SSE)

H.E CHELF, 1703 W. Tiffany Ct., Peoria, Ill. 61614, will sell Farrington's "Railroading from Head End," Shane's "Locomotive Up to Date." Make offers.

DAVE COHEN, 35 E. 40th Ave., Vancouver 15, B.C., Canada, will sell Railroad Magazine '33-'68.

ED CONKLIN, 5 King Arthur's Ct., Saint James, N.Y. 11780, buys Alco, Lima, Porter, Vulcan, N&W bldrs. plates and RUT, PRR, NdeM No. plates.

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells sizes 616, 620 negs., pix steam, diesel. (SSE)

LOU COTNOIR, 19 Buttercup Lane, Medway, Mass. 02053, electrifies kerosene hand lanterns into reading lamps (SSE)

W.G. CROCKET, 40 Arbor Dr., Piedmont, Calif., buys, sells, trades switch locks, keys, lanterns, etc., esp. SP, NWP.

R.A. CURRIER, 714 S. 17th St., Corvallis, Ore. 97330, buys, trades rr. picture postcards, envs. with RPO cancellations.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J., sells railroadiana of ACL, SAL, SOU, L&N; rr. bks. (List, large SSE)

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, sells color pix EL stations, diesels.

JOE DION, 635 Bauder Pk. Dr., Alden, N.Y. 14004, buys postcards of rr. scenes, esp. depots.

BOB DUNN, 24 Arrow St., Schenectady, N.Y., sells glass insulators. (SSE)

LARRY EASTON, 568 Oak St., Neenah, Wis. 54956, trades for size 620 or larger Soo caboose negs.

R. Eisenhauer, RD 4, Box 189-A, Reading, Pa. 19606, sells 5x7 and 8x10 hand-colored photos of RDG and CNJ.

LYLE EVERSON, Box 108, Viroqua, Wis. 54665, will sell Railroad Magazine 1947-'62, perf. cond.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, sells drawings SP 4-4--0's, 4-4-2's, 4-8-2's. (SSE)

J. FLEMING, 42 Rio Vista Cr., Durango, Colo. 81301, sells brass switch keys of defunct or merged rr.; list 15¢.

DWIGHT GLAHN, 2200 Mathews St., Fort Collins, Colo. 80521, sells, trades color slides, super-8 movies UP, CB&Q, D&RGW, RI. (SSE)

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked rr. dining-car silverware; list free.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, SEPTA, Boston, Newark, TTC, SHRT, CTS, TARS, other trolleys, rapid transit; also elect. commuter lines: LIRR, EL, PC, NH. Lists free; specify subjects.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, wants 1907 or '16 Poor's RR. Manual; will swap bronze Wells Fargo belt buckle showing UP train.

S.G. HARROD, 69 Gordon Blvd., Woodbridge, Va. 22191, borrows VGN negs., pix.

B.K. HEALD, RFD 1, Winn, Maine 04495, trades tts., emp. tts., rulebks., tkts., tkt. envs., wax seals.

CHAS. HIERS, 92 New Brunswick Ave., Hopelawn, N.J. 08861, buys PRR calendars 1925-'55, tts., emp. tts., pix, etc

JOHN HILTON, 4010 Highview Dr., Silver Spring, Md 20906, has July-Dec. 1920 Ry. Age and Jan.-June 1908 Loco. Firemen & Eng. Mag. to sell or swap. (SSE)

LAZEAR ISRAEL, 936 S. Genesee Ave., Los Angeles, Calif. 90036, trades Interurban Spls. for CERA Bulls. 94-95, 97, 100-101.

ROLAND JACOBUS, 18 Crescent Rd., Convent, N.J. 07961, will sell set of Railroad Magazine, 1943-'58, exc. 6 issues; also Trains, '44-'68, exc. 2 issues.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

C.J. KELLER, 62 Wesmur Rd., Malden, Mass. 02148, sells back issues of RMC, Modern Railroads, Trains, rr. bks. Buys N. Eng. railroadiana.

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, trades all types of old railroadiana;

esp. wants switch keys. No list; state wants.

SKIP KITCHEN, 20421 Lake Rd., Rocky River, Ohio 44116, buys lanterns, globes, switch keys, locks, police badges, emp. tts., tts., etc.

CASE KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells replica picture p.c. of 1870 pass. train and country scene. Sample, 12¢ stamps.

BILL MacTAGGART, 143 N. Center St., Grove City, Pa. 16127, sells back issues Railroad Magazine or trades for rr. items, color postcards. (SSE)

JOHN MARIS, 12 Henry St., Bloomfield, N.J. 07003, buys rr. playing cards for Morris County Central museum.

TERRY McCONNELL, 22 W. 654 Butterfield Rd., Glen Ellyn, Ill. 60137, buys V&T pix, info.

BOB McVAY, Box 625, King City, Calif. 93930, sells 35mm Kodachrome dupl. slides 1946-'49 western steam, elec. List, sample 25¢ and SSE.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys 8mm and 16mm movies Midwest rrs.

RALPH MILLER, 742 W. St. Paul Ave., Waukesha, Wis. 53186, buys, sells trolley postcards. (SSE)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys, trades for any FEC, Florida railroadiana. Trades FEC tkts.

PAUL NELSON, Box 276, Roland, Iowa 50236, buys CRI&P tts., pix, histories, etc.

DEAN OGLE, 325 Ash St., New Westminster, B.C., Canada, trades BN emp. tts. for BN Fargo Div. emp. tts. Will buy Trains 12/43.

STEVE ONDIC, 11928 127th St., Edmonton 41, Atla., Canada, buys LI, N&W rulebks., Intl. Library of Technology, bks. of rr. interest.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells 35mm Kodachrome dupl. slides steam, diesel, trolley. Sample 30¢.

T.J. PELLETIER, Box 64, Palouse, Wash. 99161, will sell 12/66 Railroad Magazine, '67 Off. Guide. Trades any size pix.

BERNARD PERCH, 406 Lehigh St., White Haven, Pa. 18661, will buy steam loco air compressor, turbo generator, bell-ringer, circular No. plate.

JOE PIERSEN, 1180 Sherwood Ave., Highland Park, Ill. 60035, trades pix C&NW, CMSP&P diesels.

H. PORTER, 1042 Bardstown Rd., Louisville, Ky. 40204, will send free sample of pass, transit mag. for large SSE.

BILL RAIA, 4828 W. Hutchinson, Chicago, Ill. 60641, sells steam, diesel pix. No list; state interests. (SSE) Buys pix, negs., info. on wrecks, wreckers.

FRANK T. REILLY, 306 Front St., Dunellen, N.J. 08812, buys, trades CNJ slides, paper items, hardware.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes with rr. markings, bells, headlights, whistles, locks, keys.

JOHN ROBERTSON, VAW-114 c/o FPO, San Francisco, Calif. 96601, buys WAB, C&A steam era railroadiana.

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells PC and SOO diesel rosters.

RANDY SCHOLL, Box 123, Batavia, Ohio 45103, wants list of Canadian steam locos operating or on display, and locations.

LOU SEMANSKI, 503 Marion Rd., Glen Burnie, Md. 21061, buys L&NE historical info., pix.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells tts., emp. tts., rulebks., back issues Railroad Magazine, Off. Guides 1959-'68, bks., tourist guides. List 25¢.

RUSS SHARP, 52 Bank St., Medford, N.J. 08055, trades 35mm slides of Metroliners, TurboTrains, DOT test cars, for slides of New Tokaido Line.

JIM SHAUGHNESSY, 479 8 Ave., Troy, N.Y. 12182, sells his books, autographed, "The Rutland Road," "Delaware and Hudson"; also sells D&H PA diesel color slides.

BOB SHEA, Box 518, Tehachapi, Calif. 93561, will buy C&KA Bull. 99 and Fla. rr. or trolley mail.

H.B. SMITH, Box 452, Birmingham, Mich. 48012, buys used Blackhawk, etc., commercially produced rail movies.

ED SPODOBALSKI, 1538 E. Ohio St., Pittsburgh, Pa., buys, sells, trades PRR emp. tts.

WES STEAD, Box 92, Effingham, Ill. 62401, buys emp. tts. CP&SL, KCM&O, QO&KC, NYO&W.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells trolley pix; list free.

TED THOMPSON, Jr., 2006 Blaine St., Williamsport, Pa. 17701, sells emp. tts., tts., pix, rulebks., special instructions, etc. (SSE)

JOE TOTH, Jr., 3000 W. Irving Blvd., Irving, Tex. 75060, buys pix and info. on UP, SP, IC Harriman pass. cars.

GEO. TRAGER, 16806 Glenburn Ave., Torrance, Calif. 90505, wants pix of both sides of NP diners 450-457, buffet-lounges 494-499, and NYC "Bay," "Lake," and "Creek" sleepers.

FRED TUCKER, Big Pool, Md. 21711, buys color action pix SOU green and gold Crescent Ltd.

MIKE VAIUSO, Box 619, Schenectady, N.Y. 12301, trades pix for emp. tts., bks., rulebks., lanterns, etc. Sells pix; samples 25¢; no list.

INVEST NOW!

1 1/4 ACRES in MEADOW VALLEY RANCHOS in NEVADA

$1.00 DOWN

$10.00 MONTHLY

FULL PRICE $695

THE BOOM THAT HAD TO COME IS NOW ON IN NEVADA. Ground floor buyers are reaping fortunes from small initial investments. A factual example of skyrocketing values is Las Vegas, Nevada. Land in Las Vegas that originally sold for $200.00 an acre now sells for $20,000.00 an acre, a profit of 1000%! Buyers who took advantage of low opening prices have become wealthy. The ground floor opportunity of Las Vegas is gone, BUT ANOTHER AREA OF PROPEROUS NEVADA IS BEING RELEASED FOR PUBLIC SALE!

This area has such a tremendous growth potential, such a fantastic unlimited future, that wise investors have purchased large acreage. Bing Crosby's ranch was one of the largest ranches in the county. James Stewart is Honorary Sheriff. Yes, the smart experienced investors have sensed the future and are buying MEADOW VALLEY RANCHOS in Elko County, Nevada.

MEADOW VALLEY RANCHOS has all the factors needed to boom . . . to prosper . . . to skyrocket its land values. Ideally located in the prospering Elko Valley, The Ranchos have the backdrop of the statuesque Ruby Mountains. The sparkling Humboldt River, actually flows through the property and is a valuable asset of the Ranchos. Every Rancho fronts on a graded road. The City of Elko, with its long established schools, churches and medical facilities is MEADOW VALLEY RANCHOS friendly neighbor.

FISHING: A fisherman's paradise. Huge Rainbows, Brook Trout and German Browns abound in Alpine-like lakes and streams.

GOLF: Enjoy leisurely golfing, with never a rush for starting times, at the city owned Ruby View Golf Course. This beautiful golf course is only minutes from the property.

LAKE OSINO: No charge to Rancho owners for full privileges at nearby Lake Osino. Fish, Picnic, Relax at this private lake.

HUNTING: You will find the hunting of your life. Big game Mule Deer are abundant. Duck, Quail and Chukar are plentiful.

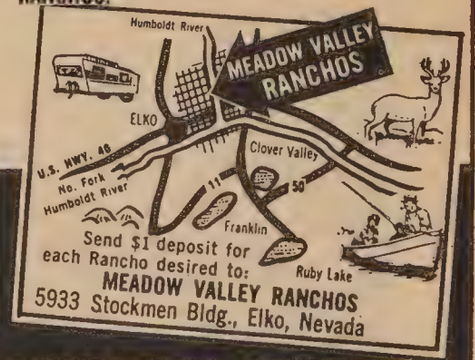
YOUR PROFITABLE TOMORROW —

YES, wise investors are now buying in MEADOW VALLEY RANCHOS, but America's largest corporations, who buy in advance of population explosion, are also investing throughout Nevada. U.S. COMMERCE BUREAU FACT: Per capita income in Nevada is highest of all 50 states.

TAX RELIEF — No State Income, Gift or Inheritance Tax. The low Real Property Tax is actually limited by the State Constitution.

WHAT ARE THE TOTAL COSTS?

The full price of the title to your 1¼ acre Rancho is only $695. Total payment schedule is $1 down, and $10 per month. No interest, no carrying charges. John D. Rockefeller said, "The big fortunes of the future will be made in Real Estate." You are not required to do anything to your land. Live or vacation on it, or watch its value grow, then sell all or part of it for a profit. Your profitable tomorrow is here today in MEADOW VALLEY RANCHOS.



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MEADOW VALLEY RANCHOS

5933 STOCKMEN BLDG., ELKO, NEVADA 89801

MAIL COUPON TODAY

Yes!—Reserve acreage at MEADOW VALLEY RANCHOS for me - $695 for each 1¼ acre parcel—payable $1 down and $10 a month. No other charges. Send purchase contract and map showing exact location of my holding. You will return my $1 deposit if I request same within 30 days. I enclose $1 deposit for each 1¼ acre Rancho desired.

SIZE ACRES	DOWN	PER MO.
1¼	$1	$10
2½	2	15
3¾	3	20
5	4	25

Name:_____

Address_____

City:_____ Zone:_____ State:_____

Indicate No. of Ranchos____ Total enclosed $____

A. VON BLON, 1208 Locust, Muskogee, Okla., will sell Allhand's "Gringo Builders" and "Rrs. to Rio," mint cond.

MATT WHITE, 1053 Evelyn Lane, Sacramento, Calif. 95825, sells back issues British mags.: Railway Magazine, Mdn. Rys. 1958-'64. (SSE)

WALTER WILK, Box 5424, Detroit, Mich. 48211, has Trains photo albums 3, 6, 11 to swap for color slides of scenery, esp. waterfalls, or historical interest; 20 slides per album.

GERRISH WILLIAMS, 26 Overbrook Ave., Maple Shade, N.J. 08052, buys 1940-'60 LNE emp. tts.; 1945-'55 LV emp tts.; 1952-'56 DL&W emp. tts.; pre-1960 RDG, PRR, PRSL, CNJ tts.

W.A. WILSON, 111 May St., Enderlin, N.D. 58027, trades kerosene rr. lanterns.

EV YOUNG, Box 2468, Pikeville, Kan. 41501, buys pix of C&O at Big Sandy; C&O emp. tts.

JACK ARMSTRONG, 197 N. Summer St., Adams, Mass. 01220, has 116, 616, 620-size cameras for sale.

ROBT. BAKER, 20 Melfa Ave., CFB Petawawa, Ont., Canada, wants pix CN, CP steam wrecks, also CP, CN steam movies.

BILL CHRISTENSEN, 89-29 212th St., Queens Village, N.Y. 11427, buys, trades emp. tts., esp. LIRR, B&O, B&M, PC, P&LE, CT&D, NYC.

DICK HARRELL, 396 S. Lake Ave., Barberton, Ohio 44203, wants Ry. Age., Ry. Locos & Cars, RMC, Mod. RRs.; buy or trade for auto mags.

JOHN ILLMAN, 7400 Errol Dr., El Cerrito, Calif. 94530, trades emp. tts. Has CB&Q, NP Port.-Spokane Div. emp. tts. and spec. instr. to swap for other BN items.

JEFF KOVACS, 982 Spa Spring Rd., Perth Amboy, N.J. 08861, wants any PC tts., emp. tts.; also Pennsy calendar.

L.D. MOORE, P.O. Box 2144, Cradock Station, Portsmouth, Va. 23702, will sell loco, trolley pix, negs., bks., mags., tts. tkts., tranfers., etc. New list 20¢.

DAVE NESTLE, Ray Rd., R.D. 2, Greenwich, N.Y. 12834, offers large list of railroadiana for 10¢.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, buys, sells, trades elect. and diesel loco bldrs. plates.

HUGH RAMSEY, 7336 17th N.W., Seattle, Wash., wants fount and burner assembly for Keystone switchmen's lantern.

ROLO REEDY, 2042 N. Taylor St., Arlington, Va. 22207, will sell or trade RDG emp. tts. for those of RF&P or SR (SSE)

JOSEPH SAITTA, 42-20 162nd St., Flushing Sta. A, N.Y. 11358, buys orig. 35mm. K'chromes of trolleys, elec. rys., large quantities only.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, will sell or trade b&w slides, prints IC, KCS, L&N, N&W, NP, etc. List and sample 25¢.

SHERMAN SHOOK, 160 Andover, Wilkes-Barre, Pa. 18702, will send brochures, list of slides of EBT and Penna. trolley museum.

W.K. VIEKMAN, 10 Mountain Pl., Upper Montclair, N.J. 07043, wants old shaving-mugs showing names of rr. or trolley employees, for museum.

DAN WIRTH, 7750 Rannels Ave., Maplewood, Mo. 63143, wants Frisco steam action prints or negs, also Frisco roundhouses, eng. terminals, steam scenes.

ALLEN WRIGHT, 87 Nassau St., New York, N.Y. 10038, sells rr. and trolley postcards and photos. (SSE)

Model Trading Post

OLIVER BARNES, RD 1, Box 89, North Jackson, Ohio, sells new Fleischmann, Herkimer HO tinplate pass. cars. (SSE)

JEFF CARLSON, 1113 W. Norton Rd., Muskegon, Mich. 49441, sells Atlas N gage equip. or trades for HO. (SSE)

DAN CLAUDER, 309 N. 4th St., Alhambra, Calif. 91801, sells, trades compl. back issues of MR, RMC, etc. (SSE)

AL COX, 1765 Sixth St., Seattle, Wash. 98134, buys any type old trains larger than HO; sells, trades equip.; list 50¢.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wisc. 53207, wants 10-stall roundhouse or bigger, kit or otherwise, and 0 gage turntable plans.

MIKE HANNA, 522 16th St., Brooklyn, N.Y. 11215, sells or trades NY. Transit whistles, gages, No. plates, etc. ,for HO brass locos or traction eqpt. (SSE)

GEO. LARNED, Box 263, Bedford Hills, N.Y. 10507, will buy Lionel No 31 combine in orig. maroon or orange.

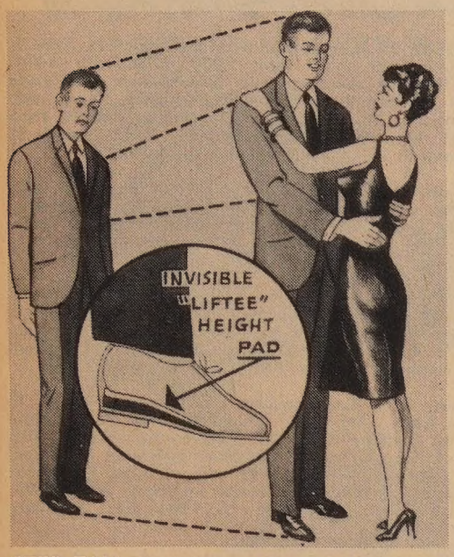
JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 2623, 2624 Pullmans, 2757 PRR caboose, 3459 white B&O dump car, 444 roundhouse.

Westbound (downgrade) Southern Pacific freight train emerges from one of the single-track tunnels on Tehachapi Loop, a favorite of western railfans.
Both photos by Ron Taylor (see page 32).

More action on Tehachapi Loop: view from leading unit of freight at left as it passes another train at one of the long sidings. Santa Fe and Southern Pacific share this trackage, with its eleven tunnels and seven deep cuts.

men's mart

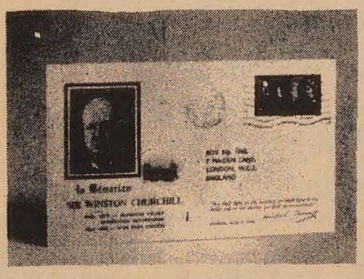
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.



STEP TALL. Invisible pads slip into shoes easily, and comfortably add 2 full inches to your height. Lightweight foam rubber and cushion cork pads fit securely. No gluing—use with all shoes. State shoe size. Send $1.98, or pay on delivery. Liftee Company, Dept. AMB-8, Box 608, Church St., New York, N.Y. 10008.

THE WALKING SUIT SENSATION. Bold and brilliant in design is this dramatic jac-shirt from the genius of California's stylists! Order shirt alone, or matching slacks alone, or both together. Olive Green and Black. Jac-Shirt, $12.95; Slack, $12.95; Slack Suit, $24.95 postpaid, or $2 deposit on C.O.D. you pay postage. Write for FREE catalog. Eleganza, 1268 Monument Street, Brockton, Massachusetts 02403.

METAL SOCIAL SECURITY CARD. Lasts a lifetime. Not harmed by fire, water, etc. Wafer thin, 4-color, solid aluminum. Wallet sized 3½" x 2". Engraved with full name and number. 1 card $1.00, 3 cards $2.79. Big Three Enterprises, Dept. AD6, 1109 Sixth Ave, NY NY 10036



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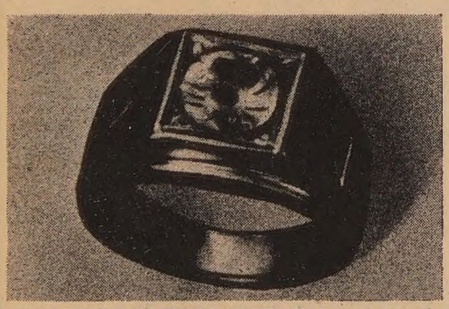

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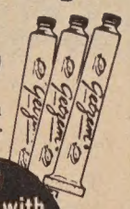

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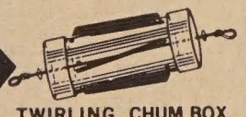

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Pen Pals Wanted

Where is Carl Holmar Johnson, age about 60, who worked for Santa Fe? Last known address: 1532 Wilshire Blvd., Los Angeles, Calif. If you know his whereabouts, tell his sister, Mrs. Ryder Nielson, RR 1, Box 242, Saulte Sainte Marie, Mich. 49783.

Gary Tempco (16), 18401 Wildwood, Lansing, Ill. 60438, wants to hear from teens interested in railroading, esp. near his area.

John M. Maris, v.p., Morris County Central, 12 Henry St., Bloomsburg, N.J. 07003, wants to hear from Al Heisler.

Bill Christensen, 89-29 212th St., Queens Village, N.Y. 11427, wants to hear from railfans his age (15).

Kevin Dorney (17), 24 Boldrewood Parade, East Reservoir 3073, Victoria, Australia.

D.W. Dicks, 1304 Burlington Ave., Worthington, Minn. 56187.

SP-5 Sammy C. Hawkins, RA-18642133, HHC 2nd Bn. 35th Inf., APO S.F., Calif. 96355

Theresa Ann Michna, 8638 S. Chappel, Chicago, Ill. 60617.

Marianne Roberts (17), 5345 E. 39th Pl., Tulsa, Okla. 74135.

Amelia Davis (52), 37-41 97th St., Corona, N.Y. 11368.

Helen Anders (20), 1803 Church St., Commerce, Tex. 75428.

Linda Hensey (15), RR 1, Hinsdale, Ill. 60521.

Nancy Hogan (17), Rt. 1, Box 165, Franklin, Ind. 46131.

Mrs. Ella M. Roberts (60), 1608 Brookside Ave., Indianapolis, Ind. 46201.

Rosemary Cunningham (42), Rte. 2, Box 53, French Creek, W. Va. 26218.

Dick W. Dirks (73), 1304 Burlington Ave., Worthington, Minn. 56187.

Cheryl Mulkey (13), 701 Wesley Ave., Pleasantville, N.J. 08232.

Mrs. Ruby Raymer, 720 Silver St., Lewisburg, Tenn. 37091.

Rita Brooks (15), 1409 Sun St., Connellsville, Pa. 15425.

Maria Canedo (24), 121 Y.T. Padilla St., Cebu City, Philippines 80201.

Robert Eugene Divoky (49), 1168 E. 78th St., Kansas City, Mo. 64131.

Ada L. Goodwin (18), 443 W. Pine St., Shelly, Idaho 83274.

Chester A. Goble (75), 811 Arthur St., Holdredge, Neb. 68949.

Nellie Keen (55), 812 Arthur St., Holdredge, Neb. 68949.

Paulette Catlett, Old Gurdon Highway, Arkadelphia, Ark. 71923.

Stella Shivner (42), 2120 N. 28th St., Lincoln, Neb. 68503. ●

Additional M.P. Roster Notes

An addition to our Missouri Pacific roster (Jan. '69) comes from Structural Metals, Inc. Note 8 should now read: 812 was sold to Pan American Engineering; then to the Canton & Carthage, renumbered 812; then to Whisler Equipment; then to John J. Craig (2/60), renumbered 100. No. 813 was sold to Waldo E. Bugbee (9/24/58); then to Structural Metals, Inc., renumbered 1. Nos. 814 and 815 were sold to Pan Am. Eng. (4/21/58).

Coming Events

March 29-April 6: Farewell to steam in Mexico, excursion of more than 2,000 miles with 4-8-4, Mexicali to Mazatlan via Sonora-Baja California and Pacific Rys. Connecting busses from San Francisco, Los Angeles, San Diego. Details from Dick Reynolds, Great Western Rail Tours, 55 Townsend St., San Francisco, Calif. 94107.

April 19: Steam trip over former Black Mt. RR., using ex-BEDT 0-6-0T No. 15. Lv. Burnsville, N.C., 1 p.m. for 23-mile, 3½-hr. trip; photo stops. Fare, $4; kids, $2.50. Tickets, details from Southern Appalachian Ry., Burnsville, N.C. 28714.

April 20: Trolley trip on Shaker Hts. Rapid Transit, 1200-series cars. Lv. SHRT platform at CUT 1 p.m. Fare, $5.75 if paid before April 6; children, $3.75. Contact Northern Ohio Ry. Museum, Traction Excursion, Box 1086, Cleveland, Ohio 44128.

May 3-18: Cross-country tour, New York City to Salt Lake City and return, layover for Golden Spike Centennial on May 10. Former Nickel Plate 2-8-4 No. 759 will be used between N.Y. and Kansas City; diesel power rest of way. Overnight stops at hotels; no sleepers on train. Fare, $995. Details from High Iron Co., Box 200, Lebanon, N.J. 08833.

May 4: Steam trip, Bethlehem, Pa. to Trenton, N.J., via Easton, Phillipsburg, using LV, Bel-Del div. of PC. Fare, $13.95, chidren, $7.95. Details from Quakertown & Eastern RR., Box 438, Quakertown, Pa. 18951.

June 15: Steam trip on Canadian National, using No. 6218; Sarnia, Stratford, Goderich, and return, 260 miles. Fare, $12; children, $7.50; after June 1st, $13 and $8.50. Details from Sarnia-Lambton Reg. Tourist Council, Sarnia, Ont., Canada.

July 3: Mt. Washington Cog Ry. centennial, incl. banquet, other events. Details from Mt. Washington Ry. Co., Mount Washington, N.H. 03589.

July 25-Aug. 10: Private luxury Pullman tour of U.S., from N.Y. via Chicago, Seattle, San Francisco, Los Angeles, San Diego, New Orleans, and return. Trip depends on advance sale of enough tickets, and railroad conditions. Many lines and name trains will be used. Details from A. G. Adams, 116 Deerfield Terr., Mahwah R.D., Ramsey, N.J. 07446.

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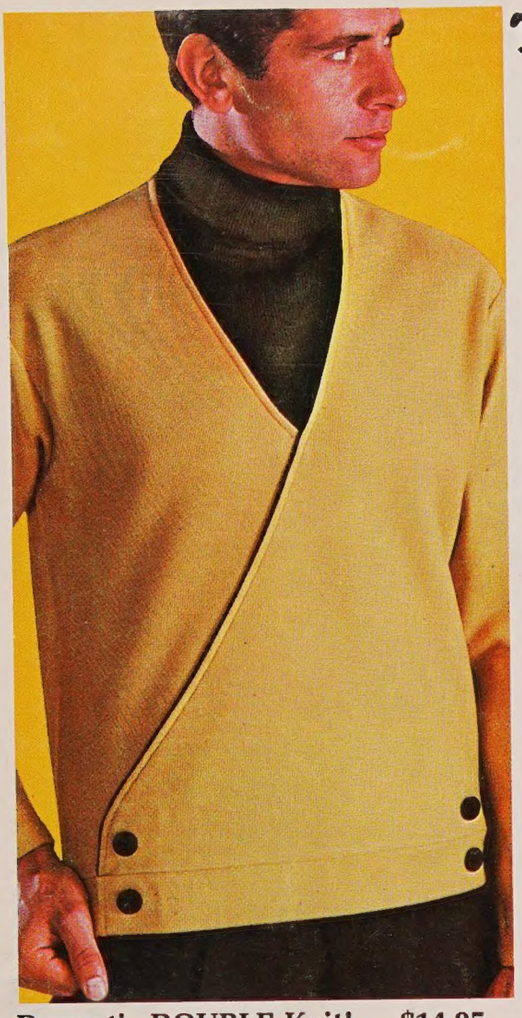

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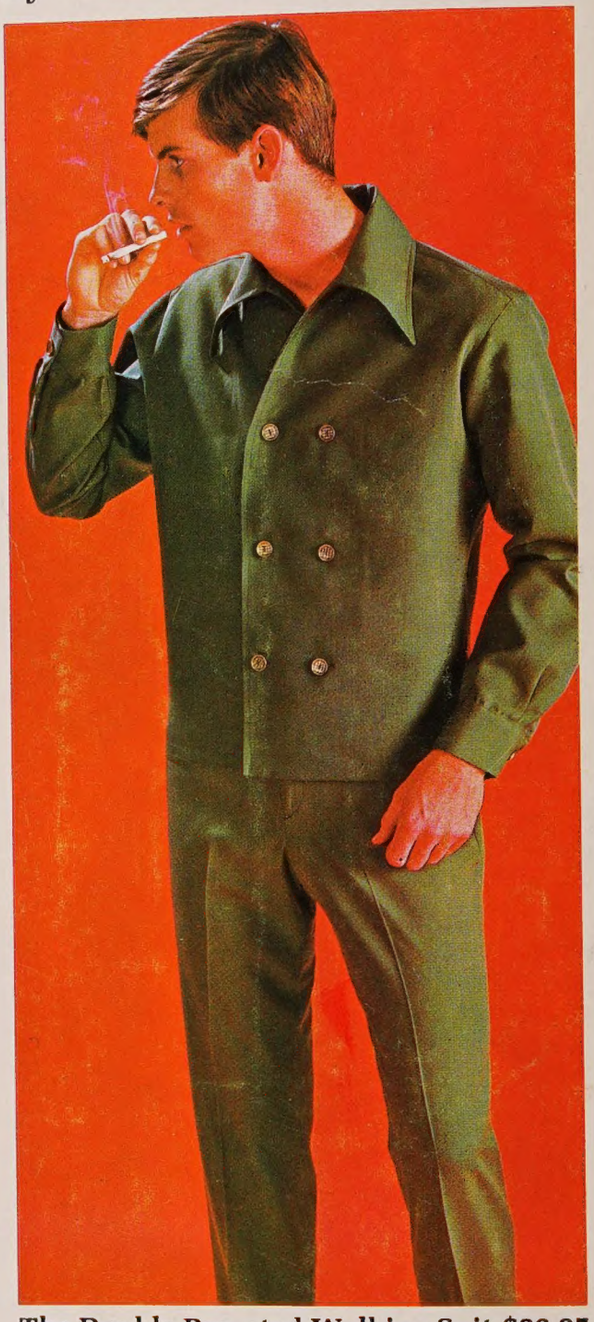

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